

# STAFF SUMMARY

Date: October 10, 2019

File # GM - 730



TO:		FOR:		FROM:
	General Manager	X	Vote	Dept.: General Manger
				Author: Robert B. Davis
X	Board Members		Information	Subject: Approval of the Report on the SSA's Proposed 2020 Summer Operating Schedules and Recommendations

To provide the Members a draft of a report explaining the Authority's reasons for the staff's recommendation that the Members approve the Authority's 2020 Summer Operating Schedules for the Martha's Vineyard route as originally proposed, so that the Members can issue a report on the proposed schedules in accordance with Section 15A of the Authority's Enabling Act.

## BACKGROUND:

After the Authority advertised its proposed 2020 Summer Operating Schedules in July 2019, it received a petition from 50 Falmouth residents on August 26, 2019 asking that the Authority hold a public hearing on the proposed schedules pursuant to Section 15A of the Authority's Enabling Act. The Authority conducted that public hearing on September 9, 2019. Section 15A of the Enabling Act now requires the Authority, after considering the testimony at the public hearing, to issue a report either maintaining its original proposed schedules, or making modifications to them, and explaining their reasons therefor.

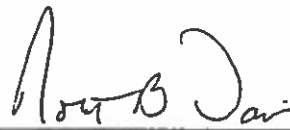
The staff has prepared the accompanying draft report in which they have explained the reasons for their recommendation that the Authority maintain its original proposed 2020 Summer Operating Schedules for the Martha's Vineyard route. Also for the reasons explained in the draft report, the staff is recommending:

- that the Authority establish a Long-Range Vineyard Transportation Task Force to work together with the Martha's Vineyard Commission, the Towns of Falmouth, Oak Bluffs and Tisbury, and the City of New Bedford, and with public input, to attempt to identify reasonable steps that can be taken to address issues and concerns about freight and other traffic in each of those communities on a long-term basis; and
- that the Authority establish a different working group with the Martha's Vineyard Commission and the Towns of Falmouth, Oak Bluffs and Tisbury to focus exclusively, with public input, on identifying and developing reasonable and practical ways to monitor and enforce compliance with the SSA's current noise mitigation policies as well as identifying and developing additional ways to mitigate traffic issues arising from the SSA's Woods Hole ferry terminal operations – not just during the early morning hours but throughout the day – which can be implemented sooner rather than later.

**RECOMMENDATION:**

That the Members:

1. approve the Authority's 2020 Summer Operating Schedules for the Martha's Vineyard route as originally proposed;
2. issue the Authority's report on the proposed 2020 Summer Operating Schedules for the Martha's Vineyard route in the form accompanying this staff summary, with whatever revisions they may determine to be appropriate; also
3. authorize the General Manager to take all necessary and appropriate actions to establish and facilitate the SSA's Long-Range Vineyard Transportation Task Force and the separate working group as described in the report.

A handwritten signature in dark ink, appearing to read "Robert B. Davis", is written over a horizontal line.

Robert B. Davis, General Manager



# Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

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## **Report Issued under Section 15A of the Authority's Enabling Act** **on the** **Proposed 2020 Summer Operating Schedules** **of the** **Woods Hole, Martha's Vineyard and Nantucket Steamship Authority**

### **Introduction**

Section 15A of the Enabling Act of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority (the "SSA") requires the SSA to post and advertise in newspapers with general circulation in Falmouth, Barnstable, Martha's Vineyard, Nantucket and New Bedford all of its proposed schedule changes at least 60 days prior to their effective date. St. 1960, c. 701, §15A. Accordingly, the SSA placed advertisements of its proposed 2020 Summer Operating Schedules for the period from May 15 through October 20, 2020 in the following newspapers:

- *The Inquirer and Mirror* and *The Martha's Vineyard Times* on July 25, 2019; and
- *The Cape Cod Times*, *The Falmouth Enterprise*, *The Standard-Times* and the *Vineyard Gazette* on July 26, 2019.

The SSA's Enabling Act also provides that, if the SSA receives a petition within 30 days of those advertisements that is signed by not less than 50 persons who are residents of any of those communities requesting a public hearing on the proposed schedule changes, the SSA is to conduct a public hearing within 14 days of receiving the petition. In addition, the hearing is to take place in the community where the greatest number of petitioners reside. On August 26, 2019, the SSA received a petition with respect to its proposed 2020 Summer Operating Schedules that was signed by 50 residents of the Town of Falmouth (**Appendix A**). Therefore, the SSA held a public hearing on its proposed schedules at the Falmouth High School Auditorium on September 9, 2019.

### **The Petitioners' Objection to the SSA's Proposed Schedules**

In their petition, the 50 Falmouth residents “object to the scheduling of freight from Woods Hole prior to 6:00AM due to the sleep deprivation caused by the early morning noise impact of Steamship Authority-related freight trucks on Falmouth and Woods Hole residents.” As advertised, the SSA’s proposed 2020 Summer Operating Schedules for the Martha’s Vineyard route (**Appendix B**) would include the following trips from Woods Hole prior to 6:00 a.m.:

5:30 a.m.      *Governor* (from May 15th through October 20th)

### **The Public Hearing on the Proposed Schedules**

SSA Members Robert R. Jones (Barnstable), Marc N. Hanover (Dukes County) and Kathryn Wilson (Falmouth), as well as Port Council member Robert S. C. Munier (Falmouth), attended the public hearing on the proposed 2020 Summer Operating Schedules. The SSA’s General Manager Robert B. Davis, Treasurer/Comptroller Mark K Rozum, General Counsel Terence G. Kenneally, Communications Director Sean F. Driscoll, Director of Shoreside Operations Alison Fletcher, and Counsel Steven M. Sayers also attended the hearing. 71 other people signed in at the hearing, and 21 of them gave testimony that day.

1. Peter Francis (Falmouth) – Mr. Francis stated that he works for a food service company that uses a freight boat every day, which means that about 16 trucks travel on it each week during the summer season. He said it would be hard for him to continue his job serving the islands without the early trip, so he supports the 5:30 a.m. boat.
2. Brian Hughes (Southwick) – Mr. Hughes is a fuel transportation driver for the island for a company that runs three trucks per day. He said that he supports the early-morning freight boat so that the trucks can make as little of a disruption possible on the island. Mr. Hughes said the trip has the added benefit of not putting people at risk with big trucks driving around on roads that are made for regular cars during busier times of day.
3. Stephen Araujo (West Tisbury) – Mr. Araujo said that Woods Hole Road is a state-owned road and that, as a truck driver, he and others he knows try to be as hospitable and respectful as possible. He said they are not trying to make a problem or a ruckus; they just want to do their jobs. Mr. Araujo said this effort is an attempt to mess with free trade, noting that he lives off a state road in Vineyard Haven and that he is used to the noise and that it is just part of the day. He said people who live in Falmouth around the Walmart have the same problem and that everyone has to work together on it.
4. Owen White (Berlin, Connecticut) – Mr. White said that his truck drivers regularly are on the 6:30 a.m. hazmat ferry and that, to even get to that boat on time, they have to be on Woods Hole Road by 5:45 a.m. He said that the more that arrival gets delayed until later than 6:00 a.m. will make things very difficult. He said he thinks not having a 5:30 a.m. freight ferry will cause a backup of freight throughout the day.

5. John H. Leite (Oak Bluffs) – Mr. Leite said that the company he manages, JWL Transport, uses the SSA every day, sometimes multiple times a day, and has been since 1953. He said he feels badly for the plight of those who signed the petition suffer from but said it was a choice that was made by them, as individuals. He said there is a law on the books that states that if there is a business in effect and an individual moves into a house they have accepted that. He said while they are entitled to their peace and solitude, the same issue is in effect on the Vineyard and that people know they need that traffic to be able to survive as a community. He said that it would be a big hardship for him to lose the early-morning trips and that, in his opinion there should be more trips. He said he does not think the early-morning trips are going to go away and that they are a necessary evil. Changing the way things are now would present a real hardship to those who need and provide service to the island.
6. Ted Fitzelle (Woods Hole) – Mr. Fitzelle said that what is being said at the hearing so far is malarkey and that the SSA regularly disregards the Town of Falmouth's wishes. He said it is no longer possible to jam more cars down Woods Hole Road, that the hospital lights are in a constant state of gridlock, that the gas and propane tankers present a danger and that it is all the result of poor planning by the SSA. He said that when the new headquarters was built on Palmer Avenue residents were told it would result in fewer people going down Woods Hole Road and said the SSA should admit it has failed to plan for the future.
7. Margaret Fitzelle (Woods Hole) – Ms. Fitzelle said that she has been living in Falmouth for 51 years and has an eight-year-old granddaughter and that it is dangerous for her and other children to wait for their school bus on Woods Hole Road. She said that questions about the safety of transporting fuel to the island have been raised for years and asked why New Bedford cannot be used as a port for the SSA and if it would take a tragedy for that to happen. She said that she feels her statements will fall on deaf ears and that fuel trucks will continue to boom down Woods Hole Road. She said that those trucks are the nuisance, not the neighbors, and that it is time to try New Bedford.
8. Jim Rogers (Vineyard Haven) – Mr. Rogers said that he sympathizes with people of Woods Hole. He said that he has lived on Martha's Vineyard his whole life and that his father worked for the SSA for many years and that, overall, they do a pretty good job of providing a reliable mode of public transportation. He said that New Bedford has been tried as a port and would continue to present many problems; additionally, such a move would result in a loss of jobs in Falmouth, as there are many in town who are employed by the SSA. He said that Falmouth has grown a great deal in his lifetime but that the Vineyard has no other way to get its goods delivered. New Bedford is not close to being a reasonable option, would result in more cancelled trips, and would not be a reliable mode of transportation.
9. Peter Goodale (Tisbury) – Mr. Goodale said that he grew up on the Vineyard and now runs his family business there. The SSA was created to service the Vineyard, he said. New Bedford would not work as a port due to the cancellations and transit time and would be more expensive for both the trucking companies and the SSA. He said that trucks are safer to run in the morning than later in the day when more people are on the roads.

10. Deborah Siegal (West Falmouth) – Ms. Siegal said that, although those along Woods Hole Road bear the brunt of the noise, it is not only those people who are affected. She said that lives in West Falmouth a quarter of a mile from Route 28A and is awakened between 4:00 a.m. and 4:30 a.m. by truck noise. She since has found out that people are using traffic apps and using 28A to get around traffic on Route 28 to get to the ferry. She said it is very important for people to realize that it is not just a Woods Hole problem. She understands that people who are just doing their jobs have problems as well, but that the noise is a serious disruption to many lives. The noise problem is not only on Woods Hole Road; people in West Falmouth also are woken up by trucks.
11. Judy Laster (Woods Hole) – Ms. Laster said that the purpose of the hearing is to focus on scheduling, not on how people make a living. She said at a different hearing held by the SSA that she asked them to develop a strategic plan to guide its decision making and that, while she does not know the status of that effort, the SSA should delay a determination on its schedule until that strategic plan has been completed and whatever develops should guide its decision making. She said that Woods Hole residents are not against truck drivers or people on Martha's Vineyard but they also don't have to suck it up and take it. She said that there has to be a way to come to a solution that is reasonable and takes into account the community impact and gives the opportunity for people who are not boat-related to provide a community impact statement. She said that the SSA should also do its own traffic study in addition to its strategic planning process. Ms. Laster noted that the many negative comments people are making about the residents of Woods Hole are not helpful. She said that she was disturbed to see that the selectmen of Tisbury and Aquinnah had written letters in favor of the ferry without considering what the people of Woods Hole need as well.

Later in the hearing, Ms. Laster said congestion pricing is being discussed all over the Commonwealth to address travel at different times of day. She asked what things the SSA was looking at to make people change their travel times and suggested that it would make more sense for the SSA to start looking at those issues now rather than later.

12. Becky Connors (Woods Hole) – Ms. Connors said that she manages the Sands of Time hotel and walks across Woods Hole Road six times a day and traffic on the road is very dangerous. She said that the 5:30 a.m. boat is going to be disruptive no matter what and that she has to use her air conditioner to block the noise, meaning that her family cannot enjoy the sea air because her kids are woken up at 3:00 a.m. and 4:00 a.m. by traffic. At the time her family bought their house, there was not the incredible amount of traffic there is now. She said that what the residents want is a give and take and that 5:30 a.m. is simply too early for the people and community of Woods Hole. She said she appreciates that the Vineyard residents have needs but that they have needs as well.
13. Eugenie Kuffler (Woods Hole) – Ms. Kuffler said that she does not like the new Slip No. 3 and that it has destroyed that corner of Woods Hole. If Slips 1 and 2 follow suit, the ships will form a fortress to block the ocean view. The terminal project will force the SSA to attract more cars and trucks to pay off their investments and that the roads will continue to be overwhelmed by traffic.

14. Nan Logan (Woods Hole) – Ms. Logan said that it was both “charming and inconvenient” to live on an island and referred to a friend, Hunter Moorman, who lives in West Tisbury and was unable to attend tonight’s hearing. But she said that Hunter Morman had sent a letter, which she read into the record (and is included in Appendix C of this report).
15. Bob Morris (Woods Hole) – Mr. Morris said that while there has been lots of talk about New Bedford, he sees freight boats sitting in the SSA’s slips all day. He noted that while the SSA’s traffic headcounts have been very flat, Seastreak’s traffic from New Bedford has been up during that same time period.
16. Johnathan Goldman (Woods Hole) – Mr. Goldman said that, unlike the Vineyard, Woods Hole is a “drinking town with a sailing problem” in that a lot of its residents use the water for sailing and recreation. In the context of the 5:30 a.m. boat, it disrupts village life on both sides and that both towns need to be preserved, as each has been affected slowly over time by the SSA’s activities. He said that both the Vineyard and Woods Hole need to be unified and that this is a regional problem. Regarding the truck traffic, he said that he can set his clock by the Jake braking that occurs every day and that, regardless of what they are told, the behavior does not change. The concentrated effort to get trucks to their destination has an impact and that is just the reality. He said that the Vineyard and Woods Hole need to stop seeing each other as combatants, that they have to work together on the issue, and that there has to be a common solution. The two sides need to establish trust and find a common wellbeing. If the SSA rams a 5:30 a.m. boat through Woods Hole again, there is no concession to make and no change to the impression that the SSA is a bull in a china shop.
17. Dan Smith (Woods Hole) – Mr. Smith said that he has lived on Woods Hole Road for 24 years and that the Vineyard gets all the benefit from the freight traffic and Woods Hole gets almost all the hardship.
18. Susan Shephard (Falmouth) – Ms. Shephard said that she has been coming to Falmouth since the 1980s and that it is déjà vu all over again. If the SSA is going to push 2.5 million people through Woods Hole a year, that’s a problem. Although there is a little bit of a hill between her residence and Woods Hole Road, she still hears the traffic every morning. The SSA is pushing more and more camels through a needle and it is not working. She said that part of the solution is to go back to the original mission of the SSA, which is to provide the essentials of life. She said that she sees SSA ads on television all the time, that the SSA has become an entity into and of itself, and that it has forgotten its constituents on both sides. She said she does not know what the answer is but that it has needed to be worked on for three or four decades now.
19. Nat Trumbull (Woods Hole) – Mr. Trumbull said he wished to present several facts then had a statement to read. Freight to the Vineyard is growing at a 4% annual rate, he said, meaning it doubles every 18 years. He called the situation “unmanageable” and that there needs to be strategic thinking. While meeting about these logistics is useful, the larger issue is what he would like to focus on. He said that he has not heard about objections to a 5:30 a.m. ferry and noted that, after looking closely at the Authority’s capacity reports,

the 5:30 a.m. ferry is not full as it leaves Woods Hole, while the 5:30 a.m. trip from the Vineyard is quite full. He said it would appear that the purpose of that ferry is to serve the Vineyard but that it need not involve trucks. He said that the 6:00 a.m. and 6:30 a.m. ferries are also rarely at capacity, which suggests that the trucks could be carried on the 6:00 a.m. ferry without difficulty.

Mr. Trumbull further said that, in regards to the larger issue at hand, the only solution is to be thinking regionally and what can be done to diversify how freight is carried to the Vineyard. The specter of a hazardous materials spill in Woods Hole must keep the SSA up at night, he said, as there is no other solution to delivering freight to the Vineyard. He then proceeded to read a short statement from an unnamed individual in attendance who had given Mr. Trumbull permission to read his solution, an example of the possibility of solutions at hand. The statement noted the increase in truck traffic and the associated safety concerns on the region's highways. The trucks come from various places in New England but a large number of them travel from I-95 along I-495 near New Bedford. (Mr. Trumbull noted his own research shows that 80% to 85% of the traffic headed to the Vineyard takes that route.) The statement continued that the individual's wish was to provide freight shipping services from the Port of New Bedford to multiple Massachusetts ports and would include services such as advertising and marketing, supply chain logistics and back-office support. The intention is to be an autonomous solution for suppliers, including those on Cape Cod and the Islands.

Mr. Trumbull said that this is not the model that the SSA foresees with a tightly integrated participation by the SSA, but he said that it would be worth looking at more closely. He asked that the door not be closed to such initiatives that could provide a viable solution. He also said that Vineyards do not believe it, but that a New Bedford option would help them, as items that do not need to be delivered tomorrow could be delivered slowly and with a lower carbon footprint.

20. Jeff Kristal (Tisbury Selectman, Tisbury) – Mr. Kristal said that he loves Falmouth and Woods Hole and frequently stays in and shops in Woods Hole. He said he hears traffic noise on the Vineyard as well and that it does not bother him, but he has empathy for those who live along Woods Hole Road. He said that Tisbury and Woods Hole are one community and that each should have consideration for the other side. He said that Vineyard Haven is the island's only year-round port and that that the Vineyard's workforce relies on the early trips, as they are what gets the community going. He said that those with health issues who need to get to Boston for treatment also rely on it. He said the island has limited road systems to handle trucks later in the day and that moving freight traffic later will cause added congestion on the island.
21. Leon Brathwaite (Dukes County Commissioner, West Tisbury) – Mr. Brathwaite noted that the Dukes County Commissioners also had written a letter of support for the 5:30 a.m. trip. He said it was his understanding that, by taking vehicles of less than 40 feet on the early trip, a lot of businesses were then able to get their foodstuffs delivered to the island. He said that propane needs to go on the hazardous trip as the island only has a one- to two-



day supply of fuel and that it is critical that the early-morning boats be able to get the fuel there.

### **Written Testimony Regarding the Proposed Schedules**

Although Section 15A of the SSA's Enabling Act requires it only to consider the testimony given at the September 9th public hearing, the SSA decided that, because parties who may be affected by the proposed schedule changes may not be able to attend the public hearing, it should in fairness also consider any written testimony that is submitted regarding the proposed schedule changes. Therefore, in its Notice of Public Hearing, the SSA stated that it would consider such written testimony that is submitted electronically to [schedules@steamshipauthority.com](mailto:schedules@steamshipauthority.com) or addressed to General Manager Robert B. Davis.

Copies of all of the written testimony received by the SSA are included as **Appendix C** to this report and, therefore, they do not need to be (and are not) described herein. The following individuals submitted written testimony:

1. Robin Ackroyd (Woods Hole);
2. Kimberly Biggs (Vineyard Haven);
3. Kate Nace Day (Woods Hole);
4. Meg Fitzelle (Woods Hole);
5. William R. Funk, III;
6. Celia Gillis (Martha's Vineyard resident);
7. Jonathan Goldman (Woods Hole);
8. Nicole Goldman (Woods Hole);
9. John Grande (Town Administrator for the Town of Tisbury on behalf of the Tisbury Selectmen);
10. Helix DNA;
11. Robert Jaye (Woods Hole);
12. Thomas Jennings (Boston area resident);
13. Virginia C. Jones (Foxfire Marine Consulting, LLC, West Tisbury);
14. Myla Kabat-Zinn (Woods Hole seasonal resident);
15. Jamie Kageleiry (Martha's Vineyard Times);
16. Camilla King (Woods Hole);
17. Judy Kranz (Oak Bluffs);
18. Eugenie Kuffler (Woods Hole);
19. Suzanne Kuffler (Woods Hole);
20. Stephen Laster (Woods Hole);

21. Paul Lobo;
22. Richard Lovering (Woods Hole);
23. Susan Maddigan (Falmouth);
24. Thomas A. Maddigan (Falmouth);
25. Mike McCue (Assonet);
26. Charles A. McIntosh (Martha's Vineyard seasonal resident);
27. Mark R. Metell (Warren Trask Company, Lakeville);
28. Hunter N. Moorman (West Tisbury);
29. Robert Morris (Woods Hole);
30. Russell G. Murphy (Woods Hole);
31. Helen Neumann (Chilmark);
32. Brian Packish (Chairman of the Oak Bluffs Board of Selectmen, on behalf of the Oak Bluffs Board of Selectmen);
33. Lena Prisco (island resident);
34. Tracy Resendes (Boren & Remington Corp., Fall River);
35. Stephen Starosta (Falmouth);
36. Martina Thornton (Duke County Manager on behalf of the Dukes County Commissioners);
37. Nat Trumbull (Woods Hole);
38. Jane Vose;
39. Valerie Walbek (Woods Hole);
40. Chris Warner; and
41. Ryan Webber.

### **History of the SSA's Early Morning Trips from Woods Hole**

The history of the SSA's early morning trips from Woods Hole is described in the previous reports it issued on August 15, 2017 on the SSA's proposed 2018 Winter and Spring Operating Schedules (the "August 15, 2017 Section 15A Report") and on October 17, 2017 on the SSA's proposed 2018 Summer and Fall Operating Schedules (the "October 17, 2017 Section 15A Report"). In summary:

- Until 2007, the SSA's first regularly scheduled trip from Woods Hole was a freight trip that left at 6:15 a.m. that was designated as a hazardous cargo trip on Mondays through Fridays throughout the year (as well as on Saturdays during the summer operating schedules).

- Since 2007, the SSA has regularly scheduled the first trip of the *Island Home* (or a substitute ferry) to leave Woods Hole at 6:00 a.m., the same time that the *Martha's Vineyard* (or another substitute ferry) historically has made (and continues to make) its first daily sailing from Vineyard Haven.
- In September 2011, the SSA tried out a revised schedule for the *Governor* on a trial basis, having its first trip leave Woods Hole at 5:45 a.m. instead of 7:30 a.m. through the remainder of the 2011 Late Summer Operating Schedule.
- Since 2012, the SSA has regularly scheduled the first trip of the *Governor* to leave Woods Hole at 5:30 a.m. during the summer operating schedules.
- In 2013, the SSA began regularly scheduling its first freight trip to leave Woods Hole at 5:30 a.m. during the spring operating schedules as well, but for the reasons described in the August 15, 2017 Section 15A Report this 5:30 a.m. trip has not been operated during any of the SSA's spring operating schedules since 2017.
- In 2015, the SSA also regularly scheduled its first freight trip to leave Woods Hole at 5:30 a.m. during the fall operating schedule. However, in 2016 the SSA stopped operating this trip during the fall operating schedule on December 8, 2016; in 2017 the SSA stopped operating this trip on October 28, 2017; and this trip has not been operated during any of the SSA's fall operating schedules since then.
- By contrast, in its October 17, 2017 Section 15A Report, the SSA concluded that it could not continue to fulfill its statutory obligation of providing adequate transportation for the island of Martha's Vineyard during its summer operating schedules without continuing to operate its 5:30 a.m. freight trip from Woods Hole. However, in order to mitigate the impact of that trip on Woods Hole residents, it adopted certain new operating policies for that trip beginning in 2018, including the following:
  - Limiting the size of the trucks the SSA carries on its 5:30 a.m. freight trip from Woods Hole to trucks that are less than 40 feet in length, so that less noise is generated by the trucks that drive to the SSA's Woods Hole terminal in the early morning hours.
  - Requesting that freight shippers participating in the SSA's bulk freight reservation program who request reservations on the 5:30 a.m. freight trip from Woods Hole have their truck drivers not exceed the speed limit on any roads in Falmouth or 35 miles per hour, whichever is lower, in order to reduce the noise from those trucks even more.
  - Reviewing all of the SSA's other efforts to mitigate noise from the early morning operations of the Woods Hole terminal, including but not limited to prohibiting trucks from arriving at the terminal earlier than necessary to be processed and loaded onto the SSA's ferries, to ensure that those efforts are followed and to see how they can be improved.

As now proposed, the SSA's 2020 Summer Operating Schedules would operate from May 15, 2020 through October 20, 2020, ending three days earlier than in 2019, and essentially would be the same summer schedules as the SSA is running this year and also ran last year. Accordingly,

the SSA is again proposing to operate the 5:30 a.m. freight trip from Woods Hole with the motor vessel *Governor* during this time period.

### **Discussion**

#### **A. The SSA is faced with a difficult decision due to the impacts of its freight ferry service between Woods Hole and Martha's Vineyard on Falmouth residents.**

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There should be no mistake in anyone's mind that the SSA's paramount interest is to ensure that the islands of Martha's Vineyard and Nantucket are provided with adequate transportation of persons and necessities of life on a year-round basis. The island economies are and will continue to be strongly affected by the cost of their transportation service to and from the mainland, whether it is paid for entirely through passenger, freight or automobile rates or through a combination thereof. Either inadequate service or unnecessarily expensive service will jeopardize their future. Frequency and reliability of service are still the key to their stability and well-being. Accordingly, the interest of the islands is paramount and must be the overriding consideration in evaluating the SSA's proposed operating schedules.

In this regard, island officials have adamantly opposed the elimination of the 5:30 a.m. freight trip from Woods Hole during the SSA's 2020 Summer Operating Schedules, arguing that eliminating the trip would have a substantial adverse impact on the island because the island's residents, businesses and daily commuters rely on the early morning boats for their workforce and daily deliveries. In addition, they argue that any reduction in ferry service during the early morning would increase traffic congestion on the island, impede public transit service, and prevent the smooth and timely flow of goods and services to the island. Observing that the SSA provides an essential service for the island's towns, they assert that this essential service could not be met with an elimination or reduction of any service and that, indeed, the service currently provided under the SSA's 2019 Summer Operating Schedules (which is the same level of service provided under the SSA's proposed 2020 Summer Operating Schedules) is just meeting the minimum needs of the island. As stated by Brian Packish, Chairman of the Oak Bluffs Board of Selectmen:

Another critical issue deals with the delivery of food and other supplies which require the early boat to be able to unload critical supplies at various business locations in the Town at reasonable times in the morning to avoid complete gridlock on our local roads. Later boats mean later deliveries during times when our narrow roads are packed with traffic. The geometry simply does not exist to accommodate food deliveries, local traffic and visitor traffic at the same time. It creates complete chaos and shuts our business districts down. We rely on the 5:30 A.M. boat during the summer and shoulder seasons to accommodate the flow of goods and traffic that we need to service our local and visiting population.

Available space on the current ferry service schedule is already very limited during the busy summer months, and the 5:30 A.M. ferries currently offer an extremely limited number of trips. We hope to work with the Authority to increase our level of services as local residents' needs often get lost in the summer trade. To eliminate the service would be an unthinkable detriment to our community, and a measure that we hope you will join us in opposing.

(Letter from Brian Packish, as Chairman of the Oak Bluffs Board of Selectmen, to the SSA's Board, dated Sept. 3, 2019).

The elimination of the 5:30 a.m. freight trip from Woods Hole during the 2020 Summer Operating Schedules is also strongly opposed by those who ship freight to the island. They fear that being required to travel later in the day would result in their trucks being stuck in more traffic congestion both on the island and in Falmouth, longer wait times for the ferries, increased costs, and possibly not being able to complete their deliveries within the maximum number of hours that the U.S. Department of Transportation allows them to drive each day. The freight shippers also view the SSA's ferry service as an extension of the highway (similar to a bridge) between Falmouth and Martha's Vineyard, and believe they should have the right to travel on that highway (or bridge) the same way that freight shippers have the right to travel on all of the other state highways, including the Bourne and Sagamore Bridges, during the early morning.

By contrast, although eliminating early morning freight trips might increase the cost of delivering goods to Martha's Vineyard, Falmouth residents believe that it is appropriate for island residents and visitors to pay for that cost increase rather than having the SSA provide the island's increased freight service solely at the expense of its Falmouth neighbors whose peace and quiet during the early morning hours are being invaded. They also believe that the SSA should provide alternative freight service (either from New Bedford or another mainland port) in order to eliminate its early morning freight trips from Woods Hole.

Falmouth residents also have emphasized that the negative impacts of the SSA's freight trips are not limited to the noise generated by just the early morning freight trips. To the contrary, the noise is even worse later in the day when larger tractor trailers and hazardous cargo trucks travel to and from the SSA's Woods Hole terminal. Residents along Woods Hole Road also complain of the threat to their personal safety posed by the intensity of this freight traffic, the diminution of the value of their businesses and homes, and the physical and mental health issues they say they are experiencing as a result. In addition, they note, as the SSA's traffic levels continue to rise, the situation along Woods Hole Road is only getting worse and at some point (if that point has not already arrived) transporting all of the island's cars and freight trucks through Woods Hole will become unsustainable as policy not only because of the unacceptable burdens being imposed upon Falmouth residents but also due to the absolute gridlock that will result on Falmouth roads.

In its September 20, 2019 editorial, *The Falmouth Enterprise* observed that there is "no simple solution" to this situation and that "there is only so much the [SSA] can do." Similarly, in its September 18, 2019 editorial, the *Martha's Vineyard Times* noted that "the SSA has already made concessions. The SSA has eliminated the early morning ferries in spring and fall. They've

reduced the size of trucks allowed on those first ferries. And they've asked their early morning customers not to arrive more than a half hour before the scheduled departure." Although *The Falmouth Enterprise* argued that "the obvious solution is to route freight through New Bedford," it pessimistically noted that "no one on the island that we know of is in favor of that," and while "another solution might reside in infrastructure improvements on the island," the *Enterprise* acknowledged "that is not likely to happen" and that "meanwhile, a number of residents of Woods Hole have to put up with noise in the early hours of the morning." For its part, the *Martha's Vineyard Times* took the position that "the SSA should keep the schedule as is," and its only recommendation was for the SSA to "continue to work with freight customers to be mindful of the residential neighborhoods they pass through. Put up signs on the SSA property to remind truck drivers about the rules for early morning ferries, and employ someone — perhaps a detail officer, as one commenter suggested — to enforce those rules."

**B. The SSA should lead a structured process with all of the affected communities and public input to develop long-term solutions for these regional transportation issues.**

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But the Falmouth residents who gave testimony at the SSA's September 9, 2019 hearing were not as negative or fatalistic as the editorials in either the *Enterprise* or the *Martha's Vineyard Times*. Although they acknowledged that they have been raising these same seemingly intractable traffic issues with the SSA for decades, at the hearing they repeatedly asked the SSA to recognize the complexities of the problem and to work together with the communities in a process to achieve compromises and develop reasonable solutions that take into account the interests of everyone who is affected.

Moreover, they characterized the situation as not simply an "SSA problem," but a regional problem in which the SSA plays a key part. Similarly, they said, the SSA could play a key part in developing regional solutions for this problem and helping all of the affected communities find new ways of meeting their needs. For example, currently the principal, if not exclusive, means to deliver freight to Martha's Vineyard is by the SSA's ferries from Woods Hole. In order to ameliorate the impacts that this freight traffic imposes on Falmouth, not only will the island have to control its growth in a responsible manner, but the manner in which freight is carried to the island has to be changed and/or diversified, and all of the potential solutions require regional thinking with the participation of all of the communities who may be affected.

In the same spirit, freight shippers at the hearing expressed their desire to be as hospitable and respectful to Falmouth residents as possible. They noted that they just want to do their jobs, that they are not trying to create a problem, and that everyone has to work together to find solutions. Similarly, island officials expressed their empathy for those who live along Woods Hole Road, and they observed that Martha's Vineyard and Woods Hole form one community and that each should have consideration for those on the other side of Vineyard Sound.

Those sentiments also are shared by others in the island community at large. For example, page 53 of the Martha's Vineyard Regional Transportation Plan 2020-2040 (the "Regional Transportation Plan"), which was issued in July 2019 by the Martha's Vineyard Commission with the Martha's Vineyard Joint Transportation Committee, lists the following objectives, among others, for the island's future water transportation network:

- Engage the SSA and other stakeholders (town officials, Chamber of Commerce, etc.) in discussions to explore limiting the number of vehicles traveling to the Island in the summer.
- Continue to encourage visitors to come to the Island without their cars.
- Reduce the number of vehicles traveling to the ferry terminals in Vineyard Haven, Oak Bluffs, and Woods Hole to drop off passengers.
- Work with SSA to explore ways to reduce congestion associated with freight trips between the Island and Woods Hole.
- Improve vehicle and passenger access to and from ferry terminals, including better remote parking, improved passenger drop-off, vehicle queuing, and distribution between the two Island terminals.
- Coordinate improved connections with transit at both ends of the ferry trip.

On pages 53 and 54, the Regional Transportation Plan also specifies the following proposed actions (among others) to try to achieve those objectives:

- Encourage passenger drop-off and pick-up at park-and-ride facilities to reduce traffic congestion in town and especially near terminals. Consider setting up remote check-in facilities at park-and-ride locations.
- Continue to improve the SSA reservation system and queuing for passenger convenience and to reduce unnecessary traffic.
- Coordinate the capacities of the boat lines with the capacities of the region's roads and public surface transportation services.
- Utilize the websites of the SSA and other ferry companies to provide information about car-free travel on the Vineyard.
- Continue working to establish a park-and-ride in Oak Bluffs with shuttle service to the terminal.
- Provide information on the SSA website and in SSA terminals about the free park-and-ride service in Vineyard Haven.
- Work with the SSA as it continues to investigate proposals to establish a freight dock in New Bedford.
- Renew discussions surrounding the 1997 referendum, possibly by way of a public forum hosted by the MVC.

The Regional Transportation Plan even has a section devoted entirely to “Freight Transportation” that lists, on page 57, only two objectives:

1. Ensure that freight is brought to the Island and distributed to its destinations in a timely and efficient way, with minimal negative effects on traffic, safety, and the environment.
2. Reduce vehicle traffic to the ferry in Island towns as well as in Woods Hole and the rest of the Cape—particularly trucks and hazardous materials.

And its proposed actions with respect to these freight transportation objectives, which are also listed on page 57, are:

- Explore how a greater proportion of freight—and particularly low-value and less time-sensitive commodities (e.g. lumber) and hazardous materials (e.g. oil and propane)—could be brought to the Island by barge instead of ferry.
- Examine the feasibility of establishing an Island warehouse where products could be stored and distributed to Island businesses during non-peak hours.
- Continue to study the benefits and detriments of freight and trash runs between Tisbury and New Bedford; explore the possibility of using containerization.
- Look at the possibility of establishing truck routes in order to limit the presence of trucks on roads that pose particular traffic or public safety problems.
- Review the SSA freight policy with respect to its impact on the amount and cost of goods brought to the Island by ferry.
- Consider the possibility of offering discounts for off-peak travel and giving priority to time-sensitive freight.
- Consider the possibility of running more freight boats to facilitate truck access to the Island, particularly in the late afternoon, and reducing other trips.
- Look at the possibility of further limiting the maximum size of trucks and buses on the roads, or at least discouraging very large vehicles either all the time or at certain hours.
- Explore the possibility of delivering to people’s homes so shoppers don’t need to take their cars to go shopping. Explore the possibility of expanding mail delivery with door-to-door service in town centers, and by encouraging people in other areas to use rural delivery. Consider the possibility of satellite mail service at the Airport in summer.
- Explore the possibility of reducing the need to transport waste by treating liquid waste on the Island; promote the use of new and additional community composting facilities.
- Examine the possibility of limiting which vessels are used to transport garbage and septic waste, and the possibility of using only barges.

Importantly, many of these objectives and proposed actions in the Regional Transportation Plan sound strikingly similar to several suggestions that were made by Falmouth residents at the September 9, 2019 hearing. This reinforces the SSA’s belief that the Martha’s Vineyard community also recognizes that there are impacts on Falmouth residents from the SSA’s ferry service from Woods Hole which are part of a larger regional problem involving Martha’s Vineyard, and that the island community also desires to develop and implement long-term



solutions for this regional problem that can best be developed collectively by all of the affected communities.

Accordingly, the SSA will request those communities to participate along with the SSA in the SSA's Long-Range Vineyard Transportation Task Force (the "Task Force"). The Task Force will work together, with public input, to attempt to identify reasonable steps that can be taken to address issues and concerns about freight and other traffic in each of those communities on a long-term basis. In this regard, the SSA offers the following suggestions about how the Task Force should be comprised and operate, but the SSA is open to other suggestions as well. Of course, once the Task Force begins its work, it can decide itself how best it can function in a productive and efficient manner.

1. The SSA will ask the Martha's Vineyard Commission, the Towns of Falmouth, Oak Bluffs and Tisbury, and, whenever the Task Force is discussing possible ferry or barge service for Martha's Vineyard from a mainland port other than Woods Hole, the City of New Bedford, to be participants in the Task Force
2. The SSA will ask each participant to designate two individuals to be its representatives on the Task Force, and ideally at least one of those individuals should be a staff member with transportation and/or planning experience and responsibilities.
3. The SSA will ask the Task Force to meet as often as the Task Force determines is most appropriate for its work.
4. The SSA will provide reasonable administrative support for the Task Force, while requests for more substantial financial support for the hiring of any consultants, surveys or other special expenses will be considered on a case-by-case basis.

**B. The SSA also should lead a structured process with all of the affected communities and public input to find practical ways to mitigate noise generated by its Woods Hole ferry service that can be implemented sooner rather than later.**

While the SSA envisions that the Task Force will present the best opportunity to identify, develop and implement long-term solutions to this regional traffic problem, it will not be enough to address the noise and other issues currently being experienced by Falmouth residents as a result of the SSA's ferry service from Woods Hole, and the SSA believes that a parallel effort has to be undertaken to mitigate those issues on a more expedited basis. But this is not to say that the SSA has not already attempted to mitigate the noise generated from the early morning operations at its Woods Hole terminal, nor that the SSA's ferry service is the only cause of the traffic noise that occurs on Woods Hole Road. As described in both its August 15, 2017 Section 15A Report and its October 17, 2017 Section 15A Report, the list of actions that the SSA has taken include:

- The SSA changed its methods of staging trucks at the terminal during the early morning so they do not have to back up (or use their backup alarms) when being staged before being

loaded onto the ferries. As a result, the use of trucks' backup alarms has been eliminated almost entirely.

- The SSA stopped assigning the *Katama*, *Gay Head* or *Sankaty* to operate the 5:30 a.m. freight trip, as all of those boats require trucks to back up, and use their backup alarms, when they are being loaded onto those boats. The SSA now assigns only the *Governor*, *Woods Hole* or another drive-through ferry to run that 5:30 a.m. freight trip, because trucks drive forward onto those boats when they are loaded.
- The SSA delayed the opening of the Woods Hole terminal to 5:00 a.m. and prohibits trucks from entering the terminal before that time.
- The SSA has added a message to its variable message sign on Route 28 advising drivers traveling down the highway between 3:00 a.m. and 5:00 a.m. that no trucks are allowed to enter the Woods Hole terminal prior to 5:00 a.m.
- The SSA periodically sends letters to its freight shippers reminding them that their truck drivers are not allowed to idle their engines unnecessarily while they are at the terminal, that they should obey the speed limit as they drive down Woods Hole Road, and that they should not use their Jake brakes while they are on the road.
- The SSA has put up signs at various location around the terminal reminding customers of the Massachusetts "Anti-Idling" Law.
- The SSA began kicking out truckers who repeatedly violate the SSA's policies and then also began cancelling their reservations when necessary to ensure that the SSA's regular freight customers adhere to the SSA's policies, including the prohibition against arriving at the terminal prior to 5:00 a.m.
- In 2017, the SSA also began prohibiting any standby trucks from arriving at the Woods Hole terminal until 6:30 a.m., and also established the following new procedures for all other trucks arriving at the terminal:
  - Only trucks with reservations for the 5:30 a.m. trip are allowed to show up at the terminal beginning at 5:00 a.m.
  - Trucks with reservations for the 6:00 a.m. trip are not allowed to show up at the terminal until 5:15 a.m.
  - Trucks with reservations for the 6:30 a.m. trip are not allowed to show up at the terminal until 5:45 a.m.
  - Trucks with reservations for the 7:00 a.m. trip are not allowed to show up until 6:00 a.m.
  - And all other trucks, including standby trucks, are not allowed to show up at the terminal until 6:30 a.m.
- In 2018, the SSA also implemented new operating policies for the 5:30 a.m. freight trip from Woods Hole, including the following:
  - Limiting the size of the trucks the SSA carries on its 5:30 a.m. freight trip from Woods Hole to trucks that are less than 40 feet in length, so that less noise is

generated by the trucks that drive to the SSA's Woods Hole terminal in the early morning hours.

- Requesting that freight shippers participating in the SSA's bulk freight reservation program who request reservations on the 5:30 a.m. freight trip from Woods Hole have their truck drivers not exceed the speed limit on any roads in Falmouth or 35 miles per hour, whichever is lower, in order to reduce the noise from those trucks even more.
- Reviewing all of the SSA's other efforts to mitigate noise from the early morning operations of the Woods Hole terminal, including but not limited to prohibiting trucks from arriving at the terminal earlier than necessary to be processed and loaded onto the SSA's ferries, to ensure that those efforts are followed and to see how they can be improved.

Nevertheless, Falmouth residents made it clear at the September 9, 2019 hearing that the SSA's efforts to mitigate noise from its ferry operations are not enough and that the SSA also does not always follow or enforce the noise mitigation policies that it has adopted. In addition, drivers of some freight trucks traveling to the Woods Hole terminal still exceed the speed limit on Woods Hole Road and use their Jake brakes, despite the SSA's repeated requests that they not do so.

Accordingly, the SSA believes that a different working group should be established to focus exclusively, with public input, on identifying and developing reasonable and practical ways to monitor and enforce compliance with the SSA's current noise mitigation policies as well as identifying and developing additional ways to mitigate traffic issues arising from the SSA's Woods Hole ferry terminal operations – not just during the early morning hours but throughout the day – which can be implemented sooner rather than later. For example, the working group could investigate the following suggestions that have been made during this hearing process, as well as whatever additional ideas they might come up with themselves:

- Identifying whose trucks are waking up Woods Hole residents at 3:00 and 4:00 in the morning even though the SSA prohibits trucks from showing up at the Woods Hole terminal before 5:00 a.m., and stopping those trucks from disturbing the neighborhood at that time;
- Identifying which truck drivers are using their Jake brakes on Woods Hole Road and persuading them not to do so except in the case of an emergency;
- Identifying which truck drivers are exceeding the speed limit on Woods Hole Road and stopping them from doing so;
- Investigating whether a lower speed limit for large trucks on Woods Hole Road would reduce the noise from those trucks and, if so, how to implement and enforce that lower speed limit;
- Identifying which trucks are noisier than others due to age or lack of proper maintenance and persuading the owners of those trucks to upgrade their vehicles.
- Identifying whose trucks are parking in the turnout on Woods Hole Road near FR Lilly Road and stopping them from doing so.

- Investigating whether the trucks which are staged at the Woods Hole terminal can have a different type of back-up alarm that does not beep and wake people up when the trucks are backing up.
- Identifying whose trucks are using back roads to get to the Woods Hole terminal and persuading them not to do so except when traffic is detoured from Woods Hole Road for maintenance or other reasons.
- Investigating whether the SSA can reasonably reduce the amount of time it takes to check in freight trucks at the Woods Hole terminal, which would allow the SSA to prohibit trucks from showing up at the terminal until later in the morning.

The SSA offers the following suggestions about how this working group (which can be named by the working group itself) should be comprised and operate, but the SSA is open to other suggestions as well. Of course, once the Working Group begins its work, it can decide itself how best it can function in a productive and efficient manner.

1. The SSA will ask the Martha's Vineyard Commission, and the Towns of Falmouth, Oak Bluffs and Tisbury to be participants in the working group.
2. The SSA and the Town of Falmouth will each be asked to designate two individuals to be their representatives on the working group, while the Martha's Vineyard Commission and the Towns of Oak Bluffs and Tisbury will each be asked to designate one individual.
3. The SSA will ask the working group to meet as often as the working group determines is most appropriate for its work.
4. The SSA will provide reasonable administrative support for the working group, while requests for more substantial financial support for the hiring of any consultants, surveys or other special expenses will be considered on a case-by-case basis.
5. The SSA will strongly encourage that the working group have one or more meetings with the SSA's regular freight shippers to discuss what recommendations are being considered and to receive their input before deciding upon any recommendations.

**D. Until long-term solutions to the regional traffic problem are developed and implemented, the SSA needs to continue to operate its 5:30 a.m. freight trip from Woods Hole during its 2020 Summer Operating Schedules.**

As recounted earlier in this report, since 2012 the SSA has regularly scheduled the first trip of the *Governor* to leave Woods Hole for Vineyard Haven at 5:30 a.m. during its summer operating schedules and, from the outset, the *Governor* has repeatedly left full or nearly full. That 5:30 a.m. freight trip also allows the *Governor* to leave Vineyard Haven at 6:30 a.m. and results in the boat departures from both Woods Hole and Vineyard Haven being spread out more evenly in the early

morning, when there is a greater demand for service and many freight shippers and island residents want to travel.

In 2013, the SSA also began regularly scheduling its first freight trip to leave Woods Hole at 5:30 a.m. during its spring operating schedules and, in 2015, the SSA regularly scheduled the 5:30 a.m. freight trip during its fall operating schedules as well. But in response to concerns raised by the Woods Hole community, on December 8, 2016 the SSA stopped operating the 5:30 a.m. freight trip during its 2016 Fall Operating Schedule; and in 2017 it also decided not to operate the trip that year after October 27, 2017 and to eliminate the 5:30 a.m. freight trip entirely from its proposed 2018 Fall Operating Schedules as well. Similarly, after considering testimony submitted in connection with its originally proposed 2018 Winter and Spring Operating Schedules, the SSA's modifications to those schedules included the elimination of the 5:30 a.m. freight trip that originally had been proposed for the 2018 Spring Operating Schedule. (See the SSA's August 15, 2017 Section 15A Report).

Thus, even though there were (and still are) good reasons to schedule the 5:30 a.m. freight trip from Woods Hole on a year-round basis, in light of the competing interests of the Woods Hole community the SSA has eliminated that trip during the winter, spring and fall seasons for the last two years. Implicit in those decisions, however, was the SSA's conclusion that it could continue to fulfill its statutory obligation of providing adequate transportation for the island of Martha's Vineyard during those times of year without the 5:30 a.m. freight trip. Unfortunately, after conducting another hearing on August 28, 2017, with respect to its proposed 2018 Summer Operating Schedules, it could not reach the same conclusion with respect to the summer season (see the SSA's October 17, 2017 Section 15A Report) and, for substantially the same reasons as set forth in its October 17, 2017 Section 15A Report, the SSA believes that it is still necessary to schedule the 5:30 a.m. freight trip from Woods Hole during the 2020 Summer Operating Schedules because it is unlikely that long-term solutions to the regional traffic problem will be developed and implemented by that time.<sup>1</sup>

If the SSA were to reschedule its first freight trip from Woods Hole during the summer so that it left at 6:30 a.m. instead of 5:30 a.m., it would be very difficult if not impossible to absorb the trucks that would have traveled on the 5:30 a.m. trip onto later trips in the morning. As shown in **Appendix D** to this report, all of the trips made by the SSA's larger passenger/vehicle ferries from Woods Hole on business days during the 2019 Early and Peak Summer Operating Schedules (through August 31, 2019, the last day for which the SSA's traffic statistics were available when preparing this report) already were at their practical vehicle capacity during summer business days

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<sup>1</sup> Woods Hole resident Nat Trumbull has argued that the fact that the SSA was able to operate prior to 2012 without carrying freight trucks on a 5:30 a.m. ferry, and without apparent detriment or outcry from Vineyard residents of freight shippers, raises serious questions about the arguments that a 5:30 a.m. freight truck service is essential today. But Mr. Trumbull's argument does not take into account the fact that the island's transportation demands have substantially increased since 2011.

until after 7:30 p.m., with almost every trip from 7:30 a.m. through 7:30 p.m. operating on average at close to or more than 90% of its vehicle capacity.

While the SSA's freight trips from Woods Hole during the same business days operated on average at a slightly lower percentage of their vehicle capacities from 5:30 a.m. through 5:20 p.m. (ranging from 76.4% to 92.7% as also shown on **Appendix D**), the difference is mostly attributable to the SSA's ability to make much more efficient use of the larger freight decks on its larger passenger/ vehicle ferries, particularly with the number of smaller cars that are carried on those trips which can be loaded to fill up what otherwise would be empty space on the freight deck. It also is even more difficult to use the entire amount of a freight boat's freight deck on hazardous cargo trips (when more large trucks are carried) and, on the *Governor*, when the combined weight of all the trucks carried on the vessel increases the vessel's draft to a depth that requires the SSA to restrict the number of passengers (and their cars) that can be carried on a particular trip. Thus, even if the SSA were to carry no more trucks next summer than it carried this past summer, it will still need the 5:30 a.m. freight trip during its 2020 Summer Operating Schedules to ensure that it is able to provide adequate freight service between Woods Hole and Martha's Vineyard during the business hours that freight shippers operate.<sup>2</sup>

As shown in **Appendix E** to this report, the situation essentially is the same for trips from Martha's Vineyard to Woods Hole during the summer. The 5:30 a.m. freight trip adds another trip off-island for island residents in the morning when they need to travel, as many of them cannot accomplish the purposes for which they are traveling if they are unable to leave the island until later in the day (only to arrive in Woods Hole after mainland businesses close for the day), and it has a domino effect throughout the day that makes more space available when it is needed. By contrast, very few island visitors want to leave the island late in the day because, after the ferry docks, they still have to drive from Woods Hole to their homes or other final destinations. Thus, scheduling the freight trips earlier in the day has worked out much better in providing additional capacity when people want and need to travel.

And even if the SSA were able to transport all of the trucks that need to travel to Martha's Vineyard at reasonable times during the morning without the 5:30 a.m. freight trip – which it does not believe it can do during the summer – scheduling the first freight trip for a later time would result in more trips leaving with the same number of trucks in a shorter time period, which would

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<sup>2</sup> The occupied capacity percentages are calculated using each vessel's standard load, primarily based on cars spaces. Those percentages may vary based upon the configuration of the individual vehicles. Further, in the case of the *M/V Governor*, the standard capacity customarily used is an average between what a car-only load is and what a truck-only load is. Thus, even though the *M/V Governor* may have a lower than 100% occupancy when loaded with trucks, the trip may in fact be a full load. In addition, while there may be space in the "wings" of the freight decks of the SSA's larger passenger/vehicle ferries to carry cars, trucks will not fit in those "wings." As a result, those larger passenger/vehicle ferries may be carrying as many trucks as possible on a particular trip even though their occupied capacity percentage may indicate that they are not substantially full. This is particularly true for the early morning trips from Woods Hole, as the SSA's ferries generally carry fewer cars on those trips than on trips later in the day.

require more positioning of those trucks at the Woods Hole terminal, including more backing up with their backup alarms, in order for them to be staged and loaded on the vessels. It would also require space on the SSA's larger passenger/vehicle ferries that is currently allocated for automobiles to be used for trucks, resulting in either a delay of automobiles getting to the island until later in the day or people choosing not to go to the island because they cannot travel when they want or need to do so.

In addition, by having the 5:30 a.m. freight trip from Woods Hole during the summer, more trucks traveling to the SSA's Woods Hole terminal will be driving on Woods Hole Road and other roads in Falmouth earlier in the morning when there is less traffic congestion in Falmouth. As reported in the Town of Falmouth's Transportation Master Plan for Route 28/Main Street ("Falmouth Transportation Master Plan") (April 2016), peak traffic volumes on Falmouth's Route 28 corridor are consistently high throughout the day. Specifically, the Falmouth Transportation Master Plan found that the weekday morning peak hour on Route 28 occurs between 7:00 AM and 8:00 AM (Falmouth Transportation Master Plan, at p. 23) and that thereafter, unlike other suburban areas where the morning commute time period is the distinct peak period for traffic volumes, "traffic volumes are consistently high on Route 28 in Falmouth from 8:00 AM to 7:00 PM" (Falmouth Transportation Master Plan, at p. 22).

Thus, there is a huge benefit to the SSA's freight shippers in being able to avoid that traffic by arriving earlier in the morning at the SSA's Woods Hole terminal.<sup>3</sup> The SSA is also able to transport more trucks earlier in the day to Martha's Vineyard, which gives them more time to make their deliveries in the morning (for example, before stores are busy with customers and restaurants are preparing to serve lunch) before traffic gets similarly congested there, as well as to return back to the mainland during generally accepted business hours. Further, by starting its operating schedule earlier in the day so that more freight trucks going to and from the Woods Hole terminal can travel prior to Falmouth's morning peak traffic hour that begins around 7:00 a.m., the SSA believe that it helps reduce those peak traffic hour volumes, even if only slightly, for the benefit of both its customers and everyone else who is driving around Falmouth after 7:00 in the morning.

Although the SSA has once again considered whether it could delay the 5:30 a.m. freight trip from Woods Hole by 45 minutes to 6:15 a.m. (instead of eliminating the 5:30 a.m. trip entirely, which would result in the first freight trip leaves Woods Hole at 6:30 a.m.), such a schedule would present significant operational issues and essentially would have the same adverse effect on the SSA's ability to provide adequate transportation for Martha's Vineyard as eliminating the 5:30 a.m. trip entirely. Given its current freight traffic demand and the nearly 100% utilization of the available vehicle spaces on all of its ferries during the summer until the early evening hours, the SSA does not believe that it would be able to provide adequate freight service between Woods Hole and Martha's Vineyard during the business hours that freight shippers operate if its first daily freight trip during the summer were delayed by 45 minutes. Nor can the SSA further compress its

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<sup>3</sup> During the academic year, trucks traveling on the SSA's early morning trips from Woods Hole also drive down Woods Hole Road before children begin waiting beside the road for school buses, thereby reducing the possibility of truck accidents that could injure any of those children.

operating schedules so that its first trip can leave later in the morning without affecting trips that are scheduled later in the day. The SSA already has shortened the vessel turnaround times of the first three trips that arrive in both Woods Hole and Vineyard Haven each morning from the usual 30 minutes to 15 minutes so that the SSA's operating day does not have to start even earlier, and it cannot realistically compress its vessels' turnaround times any more.

And even though the SSA thought it might be able to delay the 5:30 a.m. freight trip during its 2020 Late Summer Operating Schedule when it carries fewer trucks, as shown in **Appendix F**, all of the trips made by the SSA's larger passenger/vehicle ferries from the island during that entire schedule in 2018 already were at their practical vehicle capacity on weekdays until after 5:00 p.m., with every trip until then operating on average at more than 90% of its vehicle capacity (except for the 6:00 a.m. trip, which operated at 89.3% of its vehicle capacity). While, again, the SSA's freight trips from the island during the same business days operated on average at a slightly lower percentage of their vehicle capacities through 6:30 p.m., as explained at p. 20, *supra*, the difference is mostly attributable to the SSA's ability to make much more efficient use of the larger freight decks on its larger passenger/vehicle ferries. As a result, if the SSA were to eliminate the 5:30 a.m. freight trip during the 2020 Late Summer Operating Schedule, because the trucks that otherwise would have been carried on that trip would not get to the island until later in the day, they similarly would not be able to complete their deliveries until later in the day when all of the SSA's ferries from the island already are operating at their practical capacity. And even if the SSA were able to find them spaces on boats to carry them back to Woods Hole later in the afternoon, once they arrive in Falmouth they would contribute to (and get stuck in) the even greater traffic congestion that exists on Palmer Avenue (heading north to the Jones Road intersection) during the late afternoon commuter hours, potentially making it impossible for them to complete their daily round trips to the island within the maximum number of hours mandated by the U.S. Department of Transportation.<sup>4</sup>

The SSA also notes that, since 2018, it already has stopped carrying large freight trucks on the 5:30 a.m. freight trip from Woods Hole in order to reduce the noise generated by its Woods Hole terminal operations and trucks driving down Woods Hole Road during the early morning hours, and has limited the size of the trucks it carries on that trip to ones that are less than 40 feet in length. Generally, those smaller trucks are food trucks, common carriers (*e.g.*, Federal Express and U.P.S.), home products and appliance supply trucks, independent trades and services (*e.g.*, plumbing, electrical and landscaping), and mail and newspaper delivery trucks and, as noted in the SSA's October 17, 2017 Section 15A Report, they generate substantially less noise than the larger tractor trailers and tanker trucks which are carried on the SSA's later trips. Of course, over the

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<sup>4</sup> Mr. Trumbull also has argued that the SSA's own traffic statistics indicate that there is no necessity for the 5:30 a.m. freight trip during the Late Summer Operating Schedule, observing that the total number of trucks carried in April 2018 (11,925), when there was no 5:30 a.m. ferry, was very similar to the total number of trucks in September 2018 (12,183) and October 2018 (12,522). But Mr. Trumbull's argument does not take into account the fact that the SSA carried many more cars in September 2018 (45,367) and October 2018 (36,059) than it carried during the month of April 2018 (27,873), and that those additional cars compete with the freight trucks for spaces on the SSA's ferries during that time period.



course of the next year, the SSA also will be working with the working group to identify, develop and implement additional measures that can be taken to reduce that noise from those trucks (as well as noise generated by larger trucks later in the day) even more.<sup>5</sup>

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<sup>5</sup> In its October 17, 2017 Section 15A Report, the SSA also compared its Woods Hole terminal operations with other highway, bus, subway, train and ferry transportation systems and observed that it did not appear unreasonable for the SSA to schedule its first ferry trip from Woods Hole at 5:30 a.m. If anything, freight shippers traveling to Martha's Vineyard need to leave earlier than those driving to other communities on the mainland, as it takes an additional 45 minutes by water (plus waiting time at the dock) before they can begin making their deliveries on the island, and then another waiting period at the dock and an additional 45 minutes back by water before they can begin their drive home from Woods Hole.



## APPENDIX A



**From:** Nathaniel Trumbull [<mailto:nat@teia.org>]  
**Sent:** Monday, August 26, 2019 12:17 AM  
**To:** Robert Davis <[rdavis@steamshipauthority.com](mailto:rdavis@steamshipauthority.com)>; Terence Kenneally <[tkenneally@steamshipauthority.com](mailto:tkenneally@steamshipauthority.com)>  
**Subject:** Section 15A request from 50 residents for public hearing

Dear Steamship Authority General Manager Robert Davis,

We object to the scheduling of freight from Woods Hole prior to 6:00AM due to the sleep deprivation caused by the early morning noise impact of Steamship Authority-related freight trucks on Falmouth and Woods Hole residents.

We request that you conduct a public hearing, to be held in the Town of Falmouth, on the Steamship Authority's proposed schedules from May 15, 2020 to October 20, 2020, per Section 15A of the Steamship Authority's Enabling Act.

Thank you for confirming receipt of our request.

Sincerely,

1. James Mavor 19 Standpipe Hill Rd
2. Bronwen Polloni 24 Sumner street Woods Hole
3. Suzanne Kuffler 49 Gosnold Road
4. Damien Kuffler 49 Gosnold Rd., Woods Hole, MA 02543
5. Susanna McKenna 90 Woods Hole Road
6. Christina Rawley 8 Fay Road
7. Ronald Zweig 8 Fay Road
8. Kara Hume 7 Millfield Street Woods Hole, Ma 02543
9. Nicole Goldman 12 Sidney Street
10. Catherine Bumpus 45 Millfield st
11. Jonathan Goldman 12 Sidney Street
12. Robert Jaye 7 Church Street Woods Hole
13. Anne Halpin 319 Woods Hole Road
14. pamela stark 9 Little Harbor Rd, Woods Hole, MA 02543
15. Richard Balkin 3 oyster pond rd
16. William Rugh 37 Gosnold Road
17. Brian von Herzen 3 Little Harbor Road
18. Judith Richardson 146 Church St, Woods Hole
19. Dianne McPherson 520 Woods Hole Rd
20. Kristin Alexander 101 Cumloden Dr. Falmouth
21. Eugenie Kuffler 49 Gosnold Rd, Woods Hole 02543 MA
22. Trina Novak 19 Standpipe Hill Road, Woods Hole, MA 02543
23. Joyce Stratton 22 Water St.
24. Samantha Broun 7 Hackmatack Way Falmouth MA 02540
25. Kenyon Tweedell 41 Wilson Rd, Woods Hole
26. Barbara Blair 246 Woods Hole Road, Falmouth, MA 02540

27. Ronald Geering 246 Woods Hole Road, Falmouth, MA 02540
28. Andrew Solow 44 Quissett Avenue
29. Diana Roth 42 Glendon Road Woods Hole
30. John Woodwell 64 Church Street, Woods Hole
31. Gregory Wozena 296 Woods Hole Rd., Falmouth, MA
32. Myla Kabat-Zinn 46 Buzzards Bay Ave., Woods Hole
33. Barbara Jones One School Street (WH) and 38 Locust Street (Falmouth)
34. Nat Trumbull 11 Church St.
35. Anne Sutherland 12 Hilton Ave. Woods Hole
36. Alber Fitzelle 187 Penzance Road Woods Hole
37. Margaret Fitzelle 187 Penzance Road ,Woods Hole
38. Eric Edwards
39. Lore DeBower 16 Wilson Road, Woods Hole
40. Gerald Fine 21 Church Street
41. Arden Edwards 353 Woods Hole Road
42. David Remsen 19 Glendon Road, Woods Hole
43. Becky Connors 540 Woods Hole Road, Woods Hole, MA 02543
44. Melissa Allison 50 Hilton Ave, Woods Hole
45. Walter Schanbacher 14 Cowdry Rd
46. Nan Schanbacher 14 Cowdry Rd
47. Dawna Hammers 326 Woods Hole Rd
48. Joan Tweedell 41 Wilson Road, Woods Hole
49. Lauren Leveque 67 Church Street, Woods Hole, MA 02543
50. Elena Trumbull 11 Church St.

## **APPENDIX B**







# NOTICE OF SCHEDULE CHANGES FOR THE STEAMSHIP AUTHORITY

The Steamship Authority is looking for public comment on the following proposed changes to its 2020 Summer and Fall Operating Schedules.

*During peak travel periods unscheduled trips may be added to meet traffic demands.*

## PROPOSED 2020 MARTHA’S VINEYARD SUMMER/FALL SCHEDULES

The proposed 2020 operating schedule from May 15 to June 16 would start on the same day and end 3 days earlier than in 2019. The *M/V Governor* would be triple crewed and operate up to 7 round trips per day starting at 5:30 a.m. departing from Woods Hole. The *M/V Island Home* would be triple crewed and operate 7 round trips per day and the *M/V Martha’s Vineyard* would operate 7 round trips daily. The *M/V Nantucket* may operate in place of the *M/V Martha’s Vineyard* and the *M/V Island Home* from May 15 to May 20 and May 27 to June 16 while the *M/V Martha’s Vineyard* and the *M/V Island Home* go into repair for a “spruce up.” The *M/V Woods Hole* will be triple crewed and operate up to 7 round trips per day starting at 5:30 a.m. departing Vineyard Haven.

The proposed operating schedule from June 17 to September 8 would start 3 days earlier and end the same day as in 2019. The *M/V Island Home* and the *M/V Martha’s Vineyard* would both be triple crewed and operate 7 trips per day and the *M/V Governor* and the *M/V Nantucket* would both be triple crewed and operate up to 7 round trips per day. The *M/V Sankaty* would be single crewed and operate 3 round trips with an optional fourth round trip, Monday through Friday.

The proposed operating schedule from September 9 to October 20 would start on the same day and end 3 days earlier than in 2019. The *M/V Governor*, *M/V Katama*, *M/V Island Home*, and *M/V Nantucket* are scheduled to operate on this route and will have the same trip times as in 2019.

The proposed operating schedule from October 21 to January 3 would be similar to the 2019 operating schedule except they would start 3 days earlier and would end on the same day. The *M/V Martha’s Vineyard* and *M/V Island Home* would be triple crewed and operate 7 round trips per day and the *M/V Katama* would be triple crewed and operate up to 7 round trips per day.

Martha's Vineyard 05/15/2020 - 06/16/2020								
TRIP	LV	WH	DUE	VH	DUE	OB	VESSEL	TRIP
Daily							WH	200
Daily							MAR/NAN	6
Daily	201	5:30 AM	6:15 AM				GOV	202
Daily	5	6:00 AM	6:45 AM				IHM/NAN	8
Daily	203	6:30 AM	7:15 AM	HAZ/M-Sat			WH	204
Daily	7	7:00 AM	7:45 AM				MAR/NAN	10
Daily	205	7:30 AM	8:15 AM				GOV	206
Daily	9	8:15 AM	9:00 AM				IHM/NAN	12
Daily	207	8:35 AM	9:20 AM				WH	208
Daily	11	9:30 AM		10:15 AM			MAR/NAN	14
Daily	209	9:50 AM	10:35 AM				GOV	210
Daily	13	10:45 AM	11:30 AM				IHM/NAN	16
Daily	211	11:05 AM		11:50 AM			WH	212
Daily	15	12:00 PM		12:45 PM			MAR/NAN	18
Daily	213	12:20 PM	1:05 PM				GOV	214
Daily	17	1:15 PM	2:00 PM				IHM/NAN	20
Daily	215	1:35 PM		2:20 PM			WH	216
Daily	19	2:30 PM		3:15 PM			MAR/NAN	22
Daily	217	2:50 PM	3:35 PM	HAZ/Wed			GOV	218
Daily	21	3:45 PM	4:30 PM				IHM/NAN	24
Daily	219	4:05 PM		4:50 PM			WH	220
Daily	23	5:00 PM		5:45 PM			MAR/NAN	26
Daily	221	5:20 PM	6:05 PM				GOV	222
Daily	25	6:15 PM	7:00 PM				IHM/NAN	28
Daily	223	6:30 PM	7:15 PM				WH	
Daily	27	7:30 PM	8:15 PM				MAR/NAN	30
Daily	225	** 7:45 PM	8:30 PM				GOV	226
Daily	29	8:30 PM	9:15 PM				IHM/NAN	32
Daily	227	** 8:45 PM	9:30 PM				WH	
Daily	31	9:45 PM	10:30 PM				MAR/NAN	
M/V Martha's Vineyard - TBD based on repair schedule. M/V Island Home - TBD based on repair schedule.								
M/V Nantucket - TBD based on repair schedule. M/V Nantucket - TBD based on repair schedule.								
Bold indicates freight vessel - limited passenger capacity During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands. ** Unscheduled freight trips available to operate, if needed.								

Martha's Vineyard 06/17/2020 - 09/08/2020								
TRIP	LV	WH	DUE	VH	DUE	OB	VESSEL	TRIP
Daily							NAN	200
Daily							MAR	6
Daily	201	5:30 AM	6:15 AM				GOV	202
Daily	5	6:00 AM	6:45 AM				IHM	8
Daily	203	6:30 AM		7:15 AM			NAN	204
M-F	229	6:45 AM	7:30 AM	HAZ			SAN	230
Daily	7	7:00 AM	7:45 AM				MAR	10
Daily	205	7:30 AM	8:15 AM	HAZ/Sat			GOV	206
Daily	9	8:15 AM	9:00 AM				IHM	12
Daily	207	8:35 AM		9:20 AM			NAN	208
M-F	231	9:00 AM	9:45 AM				SAN	232
Daily	11	9:30 AM		10:15 AM			MAR	14
Daily	209	9:50 AM	10:35 AM				GOV	210
Daily	13	10:45 AM	11:30 AM				IHM	16
Daily	211	11:05 AM		11:50 AM			NAN	212
M-F	233	11:30 AM	12:15 PM				SAN	232
Daily	15	12:00 PM		12:45 PM			MAR	18
Daily	213	12:20 PM	1:05 PM				GOV	214
Daily	17	1:15 PM	2:00 PM				IHM	20
Daily	215	1:35 PM		2:20 PM			NAN	216
Daily	235	* 2:00 PM	2:45 PM				SAN	236
Daily	19	2:30 PM		3:15 PM			MAR	22
Daily	217	2:50 PM	3:35 PM	HAZ/Wed			GOV	218
Daily	21	3:45 PM	4:30 PM				IHM	24
Daily	219	4:05 PM		4:50 PM			NAN	220
Daily	23	5:00 PM		5:45 PM			MAR	26
Daily	221	5:20 PM	6:05 PM				GOV	222
Daily	25	6:15 PM	7:00 PM				IHM	28
F,S,S	223	6:30 PM		7:15 PM			NAN	224
M-TH	223	6:30 PM	7:15 PM				NAN	224
Daily	27	7:30 PM		8:15 PM			MAR	30
F,S,S	225	** 7:45 PM	8:30 PM				GOV	226
Daily	29	8:30 PM	9:15 PM				IHM	32
F,S,S	227	** 8:45 PM	9:30 PM				NAN	
Daily	31	9:45 PM	10:30 PM				MAR	
Bold indicates freight vessel - limited passenger capacity. During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands. * Unscheduled trips on Monday through Friday that are available to operate, if needed. ** Unscheduled trips on Mon, Tues, Wed & Thurs that are available to operate, if needed.								

Martha's Vineyard 09/09/2020 - 10/20/2020								
TRIP	LV	WH	DUE	VH	DUE	OB	VESSEL	TRIP
Daily							KAT	200
Daily							NAN	6
Daily	201	5:30 AM	6:15 AM				GOV	202
Daily	5	6:00 AM	6:45 AM				IHM	8
Daily	203	6:30 AM	7:15 AM	HAZ/M-Sat			KAT	204
Daily	7	7:00 AM	7:45 AM				NAN	10
Daily	205	7:30 AM	8:15 AM				GOV	206
Daily	9	8:15 AM	9:00 AM				IHM	12
Daily	207	8:35 AM	9:20 AM				KAT	208
Daily	11	9:30 AM		10:15 AM			NAN	14
Daily	209	9:50 AM	10:35 AM				GOV	210
Daily	13	10:45 AM	11:30 AM				IHM	16
Daily	211	11:05 AM		11:50 AM			KAT	212
Daily	15	12:00 PM		12:45 PM			NAN	18
Daily	213	12:20 PM	1:05 PM				GOV	214
Daily	17	1:15 PM	2:00 PM				IHM	20
Daily	215	1:35 PM		2:20 PM			KAT	216
Daily	19	2:30 PM		3:15 PM			NAN	22
Daily	217	2:50 PM	3:35 PM	HAZ/Wed			GOV	218
Daily	21	3:45 PM	4:30 PM				IHM	24
Daily	219	4:05 PM		4:50 PM			KAT	220
Daily	23	5:00 PM		5:45 PM			NAN	26
Daily	221	5:20 PM	6:05 PM				GOV	222
Daily	25	6:15 PM	7:00 PM				IHM	28
Daily	223	6:30 PM	7:15 PM				KAT	
Daily	27	7:30 PM	8:15 PM				KAT	224
Daily	225	** 7:45 PM	8:30 PM				GOV	226
Daily	29	8:30 PM	9:15 PM				IHM	32
Daily	227	** 8:45 PM	9:30 PM				KAT	
Daily	31	9:45 PM	10:30 PM				NAN	
Bold indicates freight vessel - limited passenger capacity. During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands. ** Unscheduled freight trips available to operate, if needed.								

Martha's Vineyard 10/21/2020 - 01/03/2021								
TRIP	LV	WH	DUE	VH	DUE	OB	VESSEL	TRIP
Daily							KAT	200
Daily							MAR	6
Daily	5	6:00 AM	6:45 AM				IHM	8
Daily	203	6:30 AM	7:15 AM	HAZ/M-Sat			KAT	204
Daily	7	7:00 AM	7:45 AM				MAR	10
Daily	9	8:15 AM	9:00 AM				IHM	12
Daily	207	* 8:35 AM	9:20 AM	HAZ/M-F			KAT	208
Daily	11	9:30 AM	10:15 AM				MAR	14
Daily	13	10:45 AM	11:30 AM				IHM	16
Daily	211	11:05 AM	11:50 AM				KAT	212
Daily	15	12:00 PM	12:45 PM				MAR	18
Daily	17	1:15 PM	2:00 PM				IHM	20
Daily	215	1:35 PM	2:20 PM	HAZ/W			KAT	216
Daily	19	2:30 PM	3:15 PM				MAR	22
Daily	21	3:45 PM	4:30 PM				IHM	24
Daily	219	4:05 PM	4:50 PM				KAT	220
Daily	23	5:00 PM	5:45 PM				MAR	26
Daily	25	6:15 PM	7:00 PM				IHM	28
Daily	223	6:30 PM	7:15 PM				KAT	
F&Sun							KAT	224
Daily	27	7:30 PM	8:15 PM				MAR	30
Daily	29	8:30 PM	9:15 PM				IHM	32
F&Sun	227	** 8:45 PM	9:30 PM				KAT	
Daily	31	9:45 PM	10:30 PM				MAR	
Bold indicates freight vessel - limited passenger capacity. During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands. * Trips 207 and 212 may operate as Hazardous on Monday through Friday, if needed. ** Unscheduled freight trips on Monday through Thursday and Saturday are available to operate, if needed. M/V Katama will not operate on Thanksgiving Day (11/26/20), Christmas Day (12/25/20) or New Years Day (01/01/21)								

Operating vessels are subject to change and during peak travel periods unscheduled trips may be added to meet traffic demands for the entire 2020 operating schedule. If you have any comments, please submit them by August 27, 2019 via email to [schedules@steamshipauthority.com](mailto:schedules@steamshipauthority.com) or mail to the Steamship Authority, Attn: Proposed Schedule Changes, 228 Palmer Avenue, Falmouth, MA 02540.

**2020**  
**Martha's Vineyard**  
**05/15/2020 - 06/16/2020**

	TRIP	LV WH	DUE VH	DUE OB	VESSEL	TRIP	LV VH	LV OB	DUE WH
Daily					WH 200		5:30 AM		6:15 AM
Daily					MAR/NAN 6		6:00 AM		6:45 AM
Daily	201	5:30 AM	6:15 AM		GOV 202		6:30 AM		7:15 AM HAZ/Wed
Daily	5	6:00 AM	6:45 AM		IHM/NAN 8		7:00 AM		7:45 AM
Daily	203	6:30 AM	7:15 AM	HAZ/M-Sat	WH 204		7:30 AM		8:15 AM
Daily	7	7:00 AM	7:45 AM		MAR/NAN 10		8:15 AM		9:00 AM
Daily	205	7:30 AM	8:15 AM		GOV 206		8:35 AM		9:20 AM
Daily	9	8:15 AM	9:00 AM		IHM/NAN 12		9:30 AM		10:15 AM
Daily	207	8:35 AM	9:20 AM		WH 208		9:50 AM		10:35 AM HAZ/M-Sat
Daily	11	9:30 AM		10:15 AM	MAR/NAN 14			10:45 AM	11:30 AM
Daily	209	9:50 AM	10:35 AM		GOV 210		11:05 AM		11:50 AM
Daily	13	10:45 AM	11:30 AM		IHM/NAN 16		12:00 PM		12:45 PM
Daily	211	11:05 AM		11:50 AM	WH 212			12:20 PM	1:05 PM
Daily	15	12:00 PM		12:45 PM	MAR/NAN 18			1:15 PM	2:00 PM
Daily	213	12:20 PM	1:05 PM		GOV 214		1:35 PM		2:20 PM
Daily	17	1:15 PM	2:00 PM		IHM/NAN 20		2:30 PM		3:15 PM
Daily	215	1:35 PM		2:20 PM	WH 216			2:50 PM	3:35 PM
Daily	19	2:30 PM		3:15 PM	MAR/NAN 22			3:45 PM	4:30 PM
Daily	217	2:50 PM	3:35 PM	HAZ/Wed	GOV 218		4:05 PM		4:50 PM
Daily	21	3:45 PM	4:30 PM		IHM/NAN 24		5:00 PM		5:45 PM
Daily	219	4:05 PM		4:50 PM	WH 220			5:20 PM	6:05 PM
Daily	23	5:00 PM		5:45 PM	MAR/NAN 26			6:15 PM	7:00 PM
Daily	221	5:20 PM	6:05 PM		GOV 222		6:30 PM		7:15 PM
Daily	25	6:15 PM	7:00 PM		IHM/NAN 28		7:15 PM		8:00 PM
Daily	223	6:30 PM	7:15 PM		WH 224	**	7:30 PM		8:15 PM
Daily	27	7:30 PM	8:15 PM		MAR/NAN 30		8:30 PM		9:15 PM
Daily	225	** 7:45 PM	8:30 PM		GOV 226	**	8:45 PM		9:30 PM
Daily	29	8:30 PM	9:15 PM		IHM/NAN 32		9:30 PM		10:15 PM
Daily	227	** 8:45 PM	9:30 PM		WH				
Daily	31	9:45 PM	10:30 PM		MAR/NAN				

M/V Martha's Vineyard - TBD based on repair schedule.

M/V Island Home - TBD based on repair schedule.

M/V Nantucket -TBD based on repair schedule.

M/V Nantucket - TBD based on repair schedule.

**Bold indicates freight vessel - limited passenger capacity**

**Freight vessel trips will not appear on pocket schedules or color brochures.**

During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands.

\*\* Unscheduled freight trips available to operate, if needed.

M/V Martha's Vineyard or  
M/V Nantucket

Triple crew - Operates 7 days a week from 6:00am - 10:30pm.

M/V Island Home or  
M/V Nantucket

Triple crew - Operates 7 days a week from 6:00am - 10:15pm.

M/V Woods Hole

Triple crew - Operates 7 days a week from 5:30am - 7:15pm  
and available to operate until 9:30pm, if needed.

M/V Governor

Triple crew - Operates 7 days a week from 5:30am - 7:15pm

and available to operate until 9:30pm, if needed.

**2020**  
**Martha's Vineyard**

**06/17/2020 - 09/08/2020**

	TRIP	LV WH	DUE VH	DUE OB	VESSEL	TRIP	LV VH	LV OB	DUE WH
Daily					NAN	200	5:30 AM		6:15 AM
Daily					MAR	6	6:00 AM		6:45 AM
Daily	<b>201</b>	<b>5:30 AM</b>	<b>6:15 AM</b>		<b>GOV</b>	<b>202</b>	<b>6:30 AM</b>		<b>7:15 AM HAZ/Wed</b>
Daily	5	6:00 AM	6:45 AM		IHM	8	7:00 AM		7:45 AM
Daily	203	6:30 AM		7:15 AM	NAN	204		7:30 AM	8:15 AM
M-F	<b>229</b>	<b>6:45 AM</b>	<b>7:30 AM HAZ</b>		<b>SAN</b>	<b>230</b>	<b>7:45 AM</b>		<b>8:30 AM</b>
Daily	7	7:00 AM	7:45 AM		MAR	10	8:15 AM		9:00 AM
Daily	<b>205</b>	<b>7:30 AM</b>	<b>8:15 AM HAZ/Sat</b>		<b>GOV</b>	<b>206</b>	<b>8:35 AM</b>		<b>9:20 AM</b>
Daily	9	8:15 AM	9:00 AM		IHM	12	9:30 AM		10:15 AM
Daily	207	8:35 AM		9:20 AM	NAN	208		9:50 AM	10:35 AM
M-F	<b>231</b>	<b>9:00 AM</b>	<b>9:45 AM</b>		<b>SAN</b>	<b>232</b>	<b>10:15 AM</b>		<b>11:00 AM HAZ</b>
Daily	11	9:30 AM		10:15 AM	MAR	14		10:45 AM	11:30 AM
Daily	<b>209</b>	<b>9:50 AM</b>	<b>10:35 AM</b>		<b>GOV</b>	<b>210</b>	<b>11:05 AM</b>		<b>11:50 AM HAZ/Sat</b>
Daily	13	10:45 AM	11:30 AM		IHM	16	12:00 PM		12:45 PM
Daily	211	11:05 AM		11:50 AM	NAN	212		12:20 PM	1:05 PM
M-F	<b>233</b>	<b>11:30 AM</b>	<b>12:15 PM</b>		<b>SAN</b>	<b>232</b>	<b>12:45 PM</b>		<b>1:30 PM</b>
Daily	15	12:00 PM		12:45 PM	MAR	18		1:15 PM	2:00 PM
Daily	<b>213</b>	<b>12:20 PM</b>	<b>1:05 PM</b>		<b>GOV</b>	<b>214</b>	<b>1:35 PM</b>		<b>2:20 PM</b>
Daily	17	1:15 PM	2:00 PM		IHM	20	2:30 PM		3:15 PM
Daily	215	1:35 PM		2:20 PM	NAN	216		2:50 PM	3:35 PM
	<b>235 *</b>	<b>2:00 PM</b>	<b>2:45 PM</b>		<b>SAN</b>	<b>236 *</b>	<b>3:15 PM</b>		<b>4:00 PM</b>
Daily	19	2:30 PM		3:15 PM	MAR	22		3:45 PM	4:30 PM
Daily	<b>217</b>	<b>2:50 PM</b>	<b>3:35 PM HAZ/Wed</b>		<b>GOV</b>	<b>218</b>	<b>4:05 PM</b>		<b>4:50 PM</b>
Daily	21	3:45 PM	4:30 PM		IHM	24	5:00 PM		5:45 PM
Daily	219	4:05 PM		4:50 PM	NAN	220		5:20 PM	6:05 PM
Daily	23	5:00 PM		5:45 PM	MAR	26		6:15 PM	7:00 PM
Daily	<b>221</b>	<b>5:20 PM</b>	<b>6:05 PM</b>		<b>GOV</b>	<b>222</b>	<b>6:30 PM</b>		<b>7:15 PM</b>
Daily	25	6:15 PM	7:00 PM		IHM	28	7:15 PM		8:00 PM
F,S,S	223	6:30 PM		7:15 PM	NAN	<b>224</b>		<b>7:30 PM</b>	<b>8:15 PM</b>
M-TH	<b>223</b>	<b>6:30 PM</b>	<b>7:15 PM</b>		NAN	224 **	7:30 PM		8:15 PM
Daily	27	7:30 PM		8:15 PM	MAR	30		8:30 PM	9:15 PM
F,S,S	<b>225 **</b>	<b>7:45 PM</b>	<b>8:30 PM</b>		<b>GOV</b>	<b>226 **</b>	<b>8:45 PM</b>		<b>9:30 PM</b>
Daily	29	8:30 PM	9:15 PM		IHM	32	9:30 PM		10:15 PM
F,S,S	227 **	8:45 PM	9:30 PM		NAN				
Daily	31	9:45 PM	10:30 PM		MAR				

**Bold indicates freight vessel - limited passenger capacity.**

**Freight vessel trips will not appear on pocket schedules or color brochures.**

During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands.

\*Unscheduled trips on Monday through Friday that are available to operate, if needed.

\*\*Unscheduled trips on Mon, Tues, Wed & Thurs that are available to operate, if needed.

M/V Martha's Vineyard Triple crew - Operates 7 days a week from 6:00am - 10:30pm.

M/V Island Home Triple crew - Operates 7 days a week from 6:00am - 10:15pm.

M/V Governor Triple crew - Operates Monday through Thursday from 5:30am to 7:15pm, Fridays, Saturdays and Sundays from 5:30am to 9:30pm.

M/V Nantucket Triple crew - Operates Monday through Thursday from 5:30am to 7:15pm, Fridays, Saturdays and Sundays from 5:30am to 9:30pm.

M/V Sankaty Single crew - Operates Monday through Friday from 6:45am to 1:30pm.

**2020  
Martha's Vineyard**

**09/09/2020 - 10/20/2020**

	TRIP	LV WH	DUE VH	DUE OB	VESSEL	TRIP	LV VH	LV OB	DUE WH
Daily					KAT	200	5:30 AM		6:15 AM
Daily					NAN	6	6:00 AM		6:45 AM
Daily	201	5:30 AM	6:15 AM		GOV	202	6:30 AM		7:15 AM
Daily	5	6:00 AM	6:45 AM		IHM	8	7:00 AM		7:45 AM
Daily	203	6:30 AM	7:15 AM	HAZ/M-Sat	KAT	204	7:30 AM		8:15 AM
Daily	7	7:00 AM	7:45 AM		NAN	10	8:15 AM		9:00 AM
Daily	205	7:30 AM	8:15 AM		GOV	206	8:35 AM		9:20 AM
Daily	9	8:15 AM	9:00 AM		IHM	12	9:30 AM		10:15 AM
Daily	207	8:35 AM	9:20 AM		KAT	208	9:50 AM		10:35 AM
Daily	11	9:30 AM		10:15 AM	NAN	14		10:45 AM	11:30 AM
Daily	209	9:50 AM	10:35 AM		GOV	210	11:05 AM		11:50 AM
Daily	13	10:45 AM	11:30 AM		IHM	16	12:00 PM		12:45 PM
Daily	211	11:05 AM		11:50 AM	KAT	212		12:20 PM	1:05 PM
Daily	15	12:00 PM		12:45 PM	NAN	18		1:15 PM	2:00 PM
Daily	213	12:20 PM	1:05 PM		GOV	214	1:35 PM		2:20 PM
Daily	17	1:15 PM	2:00 PM		IHM	20	2:30 PM		3:15 PM
Daily	215	1:35 PM		2:20 PM	KAT	216		2:50 PM	3:35 PM
Daily	19	2:30 PM		3:15 PM	NAN	22		3:45 PM	4:30 PM
Daily	217	2:50 PM	3:35 PM	HAZ/Wed	GOV	218	4:05 PM		4:50 PM
Daily	21	3:45 PM	4:30 PM		IHM	24	5:00 PM		5:45 PM
Daily	219	4:05 PM		4:50 PM	KAT	220		5:20 PM	6:05 PM
Daily	23	5:00 PM		5:45 PM	NAN	26		6:15 PM	7:00 PM
Daily	221	5:20 PM	6:05 PM		GOV	222	6:30 PM		7:15 PM
Daily	25	6:15 PM	7:00 PM		IHM	28	7:15 PM		8:00 PM
Daily	223	6:30 PM	7:15 PM		KAT				
					KAT	224	** 7:30 PM		8:15 PM
Daily	27	7:30 PM	8:15 PM		NAN	30	8:30 PM		9:15 PM
	225	** 7:45 PM	8:30 PM		GOV	226	** 8:45 PM		9:30 PM
Daily	29	8:30 PM	9:15 PM		IHM	32	9:30 PM		10:15 PM
	227	** 8:45 PM	9:30 PM		KAT				
Daily	31	9:45 PM	10:30 PM		NAN				

**Bold indicates freight vessel - limited passenger capacity.**

**Freight vessel trips will not appear on pocket schedules or color brochures.**

During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands.

\*\* Unscheduled freight trips available to operate, if needed.

M/V Nantucket Triple crew - Operates 7 days a week from 6:00am - 10:30pm.

M/V Island Home Triple crew - Operates 7 days a week from 6:00am - 10:15pm.

M/V Governor Triple crew - Operates 7 days a week from 5:30am - 7:15pm  
and available to operate until 9:30pm, if needed.

M/V Katama Triple crew - Operates 7 days a week from 5:30am - 7:15pm  
and available to operate until 9:30pm, if needed.



## APPENDIX C





**From:** [Robin Ackroyd](#)  
**To:** [schedules](#)  
**Subject:** Sept. 9th hearing at Falmouth High School  
**Date:** Sunday, September 15, 2019 9:13:03 PM

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After attending the SSA hearing re. schedules at Falmouth High School on Monday, September 9th, I would like to add some thoughts. I have spent 50 summers in Woods Hole and more than 30 years as a year round resident here. My concerns about the increase of heavy freight and fuel truck traffic through Falmouth and into Woods Hole are health and safety concerns. It is dangerous when these heavy trucks speed to meet a schedule, whether early or late, heading down a two lane highway into a cul-de-sac, our limited access port. Considering alternative ports on mainland Massachusetts seems reasonable, before there is a preventable accident. In an emergency, getting to Falmouth Hospital could be difficult, evacuation off Cape - very difficult....

Robin/Woods Hole

Sent from my iPad

**Sean Driscoll**

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**From:** Bibi's MV <kimberly@bibismv.com>  
**Sent:** Tuesday, September 10, 2019 9:46 AM  
**To:** schedules  
**Subject:** 5:30am boat

I'm all for the 5:30am boats, particularly the one leaving MV. My son and I take this boat several days a week during the summer for the last several years for sports training off island. It is critical that this boat does not get canceled Thank you

Kimberly Biggs  
Vineyard Haven

September 12, 2019

Mr. Robert Davis  
General Manager  
Steve Sayers  
Attorney  
Woods Hole Martha's Vineyard Steamship Authority  
[schedules@steamshipauthority.com](mailto:schedules@steamshipauthority.com)

RE: Proposed 2020 Martha's Vineyard Summer/Fall Schedule:  
Comments in Opposition to the Early Morning Freight Trucks  
Impacting Woods Hole and Falmouth

We are writing as year-round residents of Woods Hole, in a house that has been in our family since 1954. We attended the September 9, 2019, Public Meeting ("the Meeting") and, at the suggestion of Attorney Steve Sayers and other speakers, we write to enter our opposition to the Proposed 2020 Martha's Vineyard Summer/Fall Schedule.

At the Public Meeting, we heard from a series of men - truck drivers, transport business owners, and elected representatives of several towns on Martha's Vineyard - who attempted to frame the issue as whether a tolerable level of noise, impacting a small number of people who live along Woods Hole Road should outweigh the practical and commercial necessity of early freight transport.

### *Consequences of Freight Traffic*

According to the Authority's traffic reports, more than 136,000 commercial freight trucks and 415,000 cars (2.5 million passengers) were shuttled between the mainland and Martha's Vineyard in 2017. That number increases at an approximate rate of 4% annually. According to US Department of Transportation, one truck is the equivalent of 32 cars in terms of noise generated. Assessing the consequences of traffic in general, and freight traffic particularly, is the core of any environmental impact analysis. In that analysis, the DOT, for example, identifies the effects that should be taken into consideration:

ecological (such as the effects on natural resources and on the components, structures, and functioning of affected ecosystems), aesthetic, historic, cultural, economic, social, or health, whether direct, indirect, or cumulative.

At the Meeting, many residents of Falmouth spoke to their experiences with freight traffic in their daily lives. Extreme early morning noise, roads made dangerous by the intensity of traffic, threats to personal safety, diminution of value of businesses and of homes, physical and mental health issues were just a few. Their experiences should not be diminished or dismissed; they should be investigated, assessed, and used as evidence in determining the scope and use of, the Authority's power to impose early freight traffic on Woods Hole and Falmouth.

Why is there no environmental impact study on any of these issues? Why does the Authority seem so out-of-step with climate change policy development that is happening all across the Commonwealth?

### *Necessity*

At the Meeting, almost all those who spoke in support of the Proposed Schedule spoke of the "necessity" of early morning freight transport. The word – the very idea of necessity – was deployed without definition, or any apparent limitation. However, necessity clearly suggests a limiting principle: If one action or policy is necessary, clearly, certain others must be unnecessary.

The meeting left us questioning, what are the principles limiting the power of the Authority in relying on necessity as a justification of the schedule and other decisions. While the Authority is no stranger to the courts of the Commonwealth on questions involving the scope of its powers, it seems clear that effective restraints on the Authority are political and public relations-based.

The Authority's intransigence on the Proposed Schedule – and the building design and new piers, as well - over the consistent objections of our community may look like local political issues. However, when one casts a critical light on the steady, relentless increase of ferry traffic – the movement of both people and goods - this local issue takes on state, regional, national, and international significance. The current approach dismisses climate change as a reality and misses the great possibilities offered by green energy and conservation planning. More people, more trucks, more disruption...this looks backward and will not be sustainable as policy.

The transportation sector is both a major driver of climate disruption and a potentially large force in limiting the magnitude of climate change. In the debate on these apparent local issues, we have seen the Authority show no awareness of the important role it should be playing. Rather than increasing freight traffic at an estimated 4% annually, the Authority should have plans (Mission Statement/Strategic Plan) to reduce that traffic by the same or greater percentages.

It is simply a matter of time before there is a meaningful study of the enormity of the Authority's carbon footprint and the damage done in its wake. The Sunrise Movement, the Sierra Club, and the Union for Concerned Scientists have not yet shown up in protest. They will. It is as inevitable as the rising tide.

Perhaps, the Authority needs to hire another consulting firm to examine the environmental harm caused by its policies and to propose ways to mitigate those damages. There is now an opportunity for leadership from the Authority and its Board. Why not show leadership rather than intransigence? Why not engage local, state and regional governmental leaders – like approaches taken by Governor Baker – to look for solutions to the problems that have been identified by recent hearings?

With these broad thoughts in mind, we ask that you eliminate the 5:30 AM freight trips. We also request consideration of following actions:

- Immediately seek advice for the DOT and other state and local officials to address the scheduling in terms of such larger issues such as traffic volume, environmental damage, and destruction of infrastructure. Create a regional working group for this purpose.
- Include express language in proposed new Mission Statement and Strategic Plan committing the SSA to making environmental protection – clean energy ferries, regulation and limitation of truck traffic...-a top priority in decision making.
- Revisit the 2016 Report on the viability of New Bedford as an alternative location for freight shipping to and from the Vineyard.
- Schedule a joint meeting of the SSA Board, Falmouth Selectmen, representatives of DOT and Governor Baker's Office, and other stakeholders to brainstorm creative solutions to our freight traffic problems.
- Modify SSA marketing strategies to avoid unending increased tourism on the island without consideration of environmental and communal impacts.

Thank you for accepting our comments.

Sincerely,

Kate Nace Day  
Emerita Professor of Law

Russell G. Murphy  
Research Professor of Law

**Sean Driscoll**

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**From:** Meg Fitzelle <fitsea@comcast.net>  
**Sent:** Tuesday, September 10, 2019 6:55 PM  
**To:** schedules  
**Subject:** Opinion of the 5:30 am boat

SSA making a decision regarding the 5:30 am boat will most likely go favorably to the truckers who are headed to the Vineyard. It's too bad that there is not more foresight because eventually, judging by the growth rate this will be an impossible situation someday and will come to an end whether they like it or not.

## Sean Driscoll

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**From:** William R Funk, III <[wrfunk@icloud.com](mailto:wrfunk@icloud.com)>  
**Sent:** Wednesday, September 11, 2019 11:25 AM  
**To:** schedules  
**Subject:** early morning freight on the 5:30AM boat

Support

--

William R Funk, III  
[wrfunk@icloud.com](mailto:wrfunk@icloud.com)  
508.450.3020

**Sean Driscoll**

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**From:** Celia Gillis <celiagillis@hotmail.com>  
**Sent:** Friday, September 6, 2019 11:44 AM  
**To:** schedules  
**Subject:** Ferry Schedule

Please consider adding a later boat from Woods Hole to Martha's Vineyard. More and more residents commute, attend schools or athletic events that require later commuting times.

Celia



## Sean Driscoll

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**From:** Jonathan Goldman <j@goldmanarts.com>  
**Sent:** Tuesday, September 10, 2019 11:53 AM  
**To:** SMART Citizens Task Force  
**Cc:** schedules; Brown Doug; Virginia Jones; selectmen@falmouthma.gov  
**Subject:** Re: Vineyard, Falmouth Take Sides Over Early Freight Boats

Dear Nat and SMART list:

Last night was a continuation of a contentious relationship with the SSA. Except for Judy Laster's focussed argument for inclusive strategic plan, which was something that HMI had suggested and is apparently still in the pipeline as the Mission statement is rectified and as a strategy waits in the wings to proceed to be formalized, still lacks transparency, ALL stakeholder involvement, and a dedicated sense of bridging gaps between the deep separations of all concerned. The 5:30 freight impact on the freight will carry boat is a flashpoint, an opportunity for the public to stay involved and yet another attempt by the SSA to appear as if they are listening. As I said to the gathering, this is about building trust between affected communities. It is not clear that we got any closer to that trust last night.

Also, like I mentioned when I said I can set my clock to the jake-breaking, this morning at 9:30 give or take, ( like most days ) a semi passing by Harbor Hill engaged its hydraulic brakes. I do not live directly on Woods Hole Road, but like others said last night who also do not live directly next to the road and even have a hillock in between them and the road, these loud sounds affect quality of life in our village. Again, to paraphrase one of our members Phil Logan, where does it say in the Enabling Act that one village's quality of life should sacrifice another village's for their well being. Equally it could be said, that there is in this time of scrutiny of "privilege" a view that such a sacrifice of one place over the well being of another is either a pure definition of that concept ("a special right, advantage, or immunity granted or available only to a ... group of people") or it is arguably unfair.

We need to dispense with that which by official decree places greater value of one community over an other. Nat's points regarding the 5:30 boat ( the reason for the discussion last night) really focusses on the small increments that as citizens we are left with to force scrutiny onto the behemoth in our midst. It is about disturbing the peace, it is about transport of industrial hazmats, it is about prioritization of what beyond passengers and their vehicles gets shipped and when.

Since I was little the idea of someone speeding to get to a red light always seemed self defeating and it totally disregards where the transport passes through, only caring about the beginning and endpoints, the efficiency of cost/benefit to the shipping owner and the consumer at the other end.

First and foremost I think we need to slow down. Just as anyone who purchases homes within earshot of Rt.28, Islanders must be willing to understand that things will take longer to reach them.

What about a regional DISTRIBUTION center just off-Cape where smaller electric delivery vehicles are pooled to enable local and Island-based deliveries? Timing, scheduling, traffic calming and delivery estimates will have to evolve. Time-sensitive delivery would be prioritized. No one wants to keep patients from visiting their doctors off-island with the head start that a 5:30 boat can provide. But to lose sleep, a quality of well being should not be an unpoliceable acquiescence.

Also, where were the Falmouth board of Selectmen last night? As this flashpoint comes front and center, we need their diligence, not their excuses for not being available. Somehow, Tisbury could manage to send representative selectmen.

On a parting note, I was coming back to Woods Hole about two weeks ago aboard my whaler from Vineyard Haven. The sun was setting over Naushon, the water was still; in essence an archetypal picture of why we live here, in a word: glorious. As I approached Juniper Point, I happen to see FOUR ferries spread out in the locus of the Entrance channel off Great Ledge, in front of Woods Hole Passage, and nearing the Ferry docks. No one was on the decks that I could see and this was an amazing sunset, a time when anyone aboard could enjoy the splendor of a late August day. The boats were far enough away from port that there was enough time to head below to cars/trucks. I was amazed by the fact that there were so many boats in one place, and that no one seemed to be aboard...

JONATHAN GOLDMAN

978 505 5796

12 SIDNEY STREET

WOODS HOLE, MA 02543

On Sep 10, 2019, at 8:34 AM, SMART Citizens Task Force  
<[smartcitizenstaskforce@gmail.com](mailto:smartcitizenstaskforce@gmail.com)> wrote:

Vineyard, Falmouth Take Sides Over Early Freight Boats  
Vineyard Gazette, September 5, 2019  
By Louisa Hufstader

A petition signed by 50 Falmouth residents has forced the Steamship Authority to schedule a public hearing Monday afternoon on its proposed summer 2020 operating schedule, which includes a 5:30 a.m. freight boat from Woods Hole to Martha's Vineyard.

"We object to the scheduling of freight from Woods Hole prior to 6 a.m. due to the sleep deprivation caused by the early morning noise impact of Steamship Authority-related freight trucks on Falmouth and Woods Hole residents," the petition reads.

Under the state enabling act that brought the SSA into existence in 1960, the boat line is required to publish its proposed operating schedules in advance of approving them and to hold a hearing when at least 50 port town residents sign up to request it.

People living near the Woods Hole terminal and along Woods Hole Road have long complained about ferry-related truck traffic past their homes.

But while these Falmouth residents oppose the early-morning freight trip, selectmen in at least two Vineyard towns are lining up against the opposition. At recent meetings, Tisbury and Aquinnah selectmen both agreed to write the Steamship Authority in support of retaining the 5:30 a.m. Vineyard-bound freight boat next year.

Monday's hearing on the proposed summer, 2020 ferry schedule begins at 4 p.m. in the auditorium at Falmouth High School. The hearing notice, the petition and the proposed schedule are posted on the Steamship Authority website.

Boat line governors are expected to vote on the proposed schedule at their next regular meeting, set for Sept. 24 at the Nantucket Whaling Museum.

#### Reader comments

Nat Trumbull, Woods Hole

Two important clarifications about the Falmouth resident request for a public hearing. 1) The PETITION REQUEST IS NOT TO CANCEL the 3-year-old 5:30AM daily ferry run from Vineyard Haven to Woods Hole; 2) NOR IS THE PETITION REQUEST TO CANCEL the five-year-old 5:30AM daily ferry run from Woods Hole to Vineyard Haven. The petition concerns the SSA's scheduling of 12-15 heavy and noisy freight trucks, up to 40' in length, that pass through our residential neighborhoods in Falmouth and Woods Hole beginning at 4:45AM on a daily basis in order to make the 5:30AM ferry on which the SSA now seeks to schedule them.

Hundreds of Falmouth families live in those neighborhoods. In many cases we have lived in our homes for decades. To repeat, the petition is NOT ABOUT CANCELING BOATS but about the proposed scheduling of heavy and noisy FREIGHT TRUCKS so early through our residential neighborhoods. It is NOT about passengers and cars on the 5:30AM ferries. Let the passengers and cars flow as early as Vineyard residents need to make their off-island medical appointments and Logan flights on the 5:30AM ferries. Why can't Vineyard residents have sympathy for Falmouth residents' trials and tribulations with heavy and noisy freight trucks being scheduled by the SSA so early in our neighborhoods on a daily basis? Don't Vineyard residents also have children who need a good night of sleep before school?

September 5, 2019

Adam, Vineyard Haven

Nat you summarized your problem. You have lived there for a decade. The SA has been there for 60 years. Same principle as live near a park expect to hear the noise of children playing

September 6, 2019

Patricia, Falmouth

Some people have lived in Woods Hole for decades before the Steamship Authority came to town. There is not just one truck that comes through but dozens that travel down the road all day long; not to mention the ones that pull off the road illegally to wait their turns on the ferry. I lived in NYC and living on Woods Hole Road always reminded me of living on Woodhaven Blvd on Queens. And dream on about making people drive the speed limit.

September 6, 2019

Sorry, Adam, Nat lives in a family home purchased before 1960. But that's beside the point.

Trucks at 4:45am are an unnecessary and unhealthy burden on Falmouth residents. Furthermore, trucks sitting in bridge traffic are a regional air quality burden and global climate burden. Let's revisit a freight run from New Bedford.

September 7, 2019

Patricia -- Seriously? I lived in Queens for 7 years. Nothing, and I mean nothing, about Woods Hole is like Queens. Talk about drama. Writing a statement like that really weakens any argument you're trying to make.

September 9, 2019

here we go again, edg

Why would you buy a home on a busy road and then complain about the traffic? Move next to an airport and complain about jet noise? Move next to a school and complain about the sports teams? Give it a break  
September 6, 2019

Josh S., Falmouth

This is BS. Woods Hole Road is not a "residential road" Its the primary commercial avenue between the outside world and the village of woods hole and the multiple towns on Marthas Vineyard. Sleep with some ear plugs or a white noise machine and stop making other people pay for your bad decisions on where to live.  
September 6, 2019

bob

get them on and off the island before daily traffic ramps up. the complaint isn't idling at the SSA, but that they drive through? how many houses are actually on the road to the terminal? how loud is a passing truck? if you want to keep noise down, enact a lower speed limit for trucks and have it actively enforced  
September 5, 2019

Christpher, Santa Fe.NM

If you ask why live near a busy road and complain about 4am traffic..you also have to ask why live on an island where EVERYTHING has to be shipped in...the noise starts once those trucks cross the bridge...it is miles of traffic and noise...it is not the same as don't live by the airport. It sounds like S.A. trying to grab more bucks.  
September 6, 2019

Nat Trumbull, Woods Hole

Efficiencies and lower costs in the U.S. comes from our competitive free market. If the Steamship Authority were thinking ahead and were not so protective of its monopoly position for delivering freight to the Vineyard, the Steamship Authority would already be actively developing service from other off-Cape ports. Studies demonstrate that only approx. two to three percent (2-3%) of the much higher prices of goods and services on the islands comes as a result of ferry costs (hard to believe, I know, but see MVC transportation and other reports on this; the remainder is, ahem, retail margin). In any case competitive freight service to the islands would bring lower shipping expenses as competitive third-party shippers deliver freight less expensively than the Steamship Authority despite longer water distances from off-Cape ports. If the Steamship Authority is not interested in developing its own off-Cape freight delivery to the islands, as appears to be the case, the Steamship Authority needs to share the ball with others.  
September 6, 2019

T Bone, Oak Bluffs

No, the SSA is a state chartered authority. It doesn't need to do anything you suggest.  
September 6, 2019

Just say - "Thank you", Falmouth

Thank you to Falmouth for allowing themselves to be used as a doormat for decades. The charter may give the Authority dictatorial powers like usurping some of Falmouth's best commercial and industrial land for use by as tax exempt parking, dock and office space in order to serve, not the residents of Martha's Vineyard but the thousands of "lifeline" visitors. Over the years their doormat status has cost the people of Falmouth millions in lost revenue and opportunity. The Authority has the power to invade residential areas in ways no other entity would be allowed in

order to provide "lifeline" products like thousands of tons of landscaping material (full grown trees, cobblestones, swimming pools)... "lifeline services like semis hauling millions of tons of compostable garbage, trash and ...almost unbelievably, sewage. Excuse me..." provide" is a deceptive description because it implies there is no alternative..the phrase should be "provide at the lowest possible cost to a group of people too lazy, stupid or self-involved to compost their garbage and control growth in a responsible manner." Maybe you all should set some limits. People in Falmouth are not at all like those who move next to Logan airport and complain about plane noise, when I arrived in Falmouth there was an abandoned rail line where there is now parking, a lumber store where there is now parking, a skating rink where there is now parking and 50 acres of industrially zoned land where there is now parking. The Authority has expanded its impact on Falmouth and appears to have no intention of limiting or seriously addressing that impact. The planners of the Vineyard appear to lack the skill, mandate or desire to control growth on the island (or maybe control your trash a bit?). It is one thing let greed and incompetence destroy your own homes but don't expect us to continue sitting by while you destroy ours. The charter DOES grant pretty much unlimited power to the Authority but its mandate is very limited and has been massively overstepped. It is no longer a matter of being a "Lifeline" now it is all about entitlement and greed. Sorry, it is time for Falmouth to act in its own interest for a change, you were given a gift and messed it up. The charter can be revised and will be.

September 7, 2019

Diane, Edgartown

What a magnificent letter. You are so right. As a Vineyard resident I am appalled by the number of landscape trucks, etc. It is shameful what has been allowed to happen to our beautiful island. We need to put a moratorium on all of the building. I am afraid it won't happen because people have become so self absorbed. Example the home sizes have become insane for two months of living and the fact that people can't watch a tree grow they need to have them fully grown to enjoy. It's all very sad to watch because I am not sure there is enjoyment in any of what has been produced. Please Falmouth do shut us down and save us from ourselves. I for one would be extremely thankful.

September 8, 2019 - 7:38am

Bill, Falmouth

I wonder if the problem could be addressed with a change in the mix of vehicles on the ferries. Assuming that the issue is making more efficient the delivery of goods by truck, perhaps the SSA could keep the early ferry exclusively for cars. The 6:00 could be exclusively for trucks. I'm not close enough to the problem to have a good answer, but merely suggesting there may be other ways to think about it.

September 7, 2019

John, Woods Hole

Thank you Nat for taking on this inconsiderate organization. I'm sorry I'm not there to sink my own teeth deeply into its ankle.

September 8, 2019

JB, VH

I sympathize with both sides and see the problems/challenges for both. As a long-time Vineyard resident and vacationer I have seen dramatic changes in traffic volumes and noises levels over the last 40+ years. The essential problem is increased traffic demands stemming from increased tourism on-island, increased year-round residents, and their demand requirements for goods and services. A similar problem is occurring on-island as well with complaints about traffic

congestion, volumes, flows, and noise. There's no magic solution and restricting travel and access - limiting on-island residents and visitors to a set number of vehicles is dictatorial and totalitarian - very much against the US founding principle's of personal liberty and freedom rights. However, a possible suggestion is to establish a freight-service only (or primarily) ferry location and service to/from Martha's Vineyard. I think it's time to consider building a 4-season docking facility in Oak Bluffs on the island to support increased freight and vehicular demands. This could/should coincide with an alternate vehicular ferry location for freight service - whether that's in Falmouth Harbor (with the current passenger ferries) or somewhere nearer the Bourne Bridge and rotary (or even in New Bedford or Fall River). We need to consider non-traditional traffic options but limiting travel and vehicles only negatively impacts all parties and the local economies on both sides of the Vineyard Sound.

September 9, 2019

<https://vineyardgazette.com/news/2019/09/05/ssa>

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You received this message because you are subscribed to the Google Groups "SMART Updates" group.

To unsubscribe from this group and stop receiving emails from it, send an email to [smart-updates+unsubscribe@googlegroups.com](mailto:smart-updates+unsubscribe@googlegroups.com).

To view this discussion on the web visit <https://groups.google.com/d/msgid/smart-updates/819f7504-db4b-4d7f-a1ba-97e8d5f6c283%40googlegroups.com>.



## Sean Driscoll

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**From:** Sean Driscoll  
**Sent:** Tuesday, September 10, 2019 12:40 PM  
**To:** schedules  
**Subject:** FW: Comment re ferry schedule

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**From:** nicole@goldmanarts.com <nicole@goldmanarts.com>  
**Sent:** Tuesday, September 10, 2019 12:18 PM  
**To:** Sean Driscoll <sdriscoll@steamshipauthority.com>  
**Subject:** Comment re ferry schedule

Sean,

Thank you for the confirmation.

Steve Sayers suggested I send in the following comment:

We are very concerned about the increase in noise and disruption, not only from the early ferries, but the entire schedule. However, in the early hours, trucks making their way down Woods Hole Road (I can hear one as I write this!), use their jake breaks which causes a tremendous amount of noise. Though it is illegal to use these brakes, this activity goes on unimpeded and unpoliced every single day - 365 days a year. We believe it is the responsibility, the corporate responsibility, of the SSA to monitor and control the behavior of your customers in the community in which you do business. The lack of any policing or restrictions from the SSA exhibits your lack of corporate responsibility to the Falmouth community. The jake brakes also signal that the trucks are going far too fast on WH Road, breaking additional laws and your own policy, stated at the community meeting on Monday, Sept. 9th at Falmouth High School, to enforce the 35 mile per hour speed limit for your trucks - particularly in the early morning hours - there should be no rush to barrel down WH Road.

These concerns are in addition to the myriad of reasons why the community of Woods Hole and Falmouth does not trust the SSA to add more ferries to the schedule. You must prove that you are responsible corporate citizens, and then can ask for more - not the other way around.

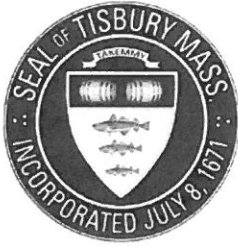
Thank you for your consideration  
Nicole and Jonathan Goldman  
12 Sidney Street  
Woods Hole

On Sep 10, 2019, at 8:31 AM, Sean Driscoll <[sdriscoll@steamshipauthority.com](mailto:sdriscoll@steamshipauthority.com)> wrote:

Received, thank you.

-----Original Message-----

From: [nicole@goldmanarts.com](mailto:nicole@goldmanarts.com) <[nicole@goldmanarts.com](mailto:nicole@goldmanarts.com)>



**Town of Tisbury**  
**Office of the Town Administrator**  
**51 Spring Street, P.O. Box 1239**  
**Vineyard Haven, MA 02568**  
(Tel. 508-696-4203)

August 19, 2019

Woods Hole, Martha's Vineyard and  
Nantucket Steamship Authority Board  
P.O. Box 284  
Woods Hole, MA 02543

Robert R. Jones, Chairman  
Marc N. Hanover, Vice Chairman  
Kathryn Wilson, Secretary  
Moirra E. Tierney  
Robert F. Ranney

Re: Reduction in Service to the Island of Martha's Vineyard

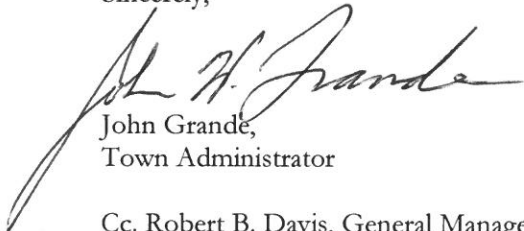
Dear Members of the Board:

We recently learned of a pending request before you to eliminate the 5:30 a.m. ferry service to the island. The Tisbury Selectmen adamantly oppose any reduction in service.

The Town of Tisbury is the year-round port for the Island of Martha's Vineyard for the transit of passengers, freight and vehicles. Our residents, businesses and daily commuters rely on the early morning boats for our workforce, daily deliveries and to meet medical appointments off island. Eliminating or reducing the morning ferry service from and to Woods Hole, and specifically the 5:30 a.m. ferry service to the island, will have a substantial adverse impact on the island. The reduction in ferry service will increase traffic congestion on island, impede public transit service provided by the Vineyard Transportation Authority and unnecessarily prevent the smooth and timely flow of goods and services to the island.

The Steamship Authority provides an essential service for the island towns. This essential service cannot be met with an elimination or reduction in service. We believe the current schedule for ferry service provided by the Steamship Authority is just meeting the minimum needs of the island.

Sincerely,



John Grande,  
Town Administrator

Cc. Robert B. Davis, General Manager  
George J. Balco, Port Council Chairman



**From:** [Helix DNA](#)  
**To:** [schedules](#)  
**Subject:** I support the SSA there shouldn't take away the morning 5:30 am trips SSA people that work there are very good at taking care of their ferry boats that nonfunctional with the engines and have to deal with bad wether SSA has Ben there for over 300 hundr...  
**Date:** Tuesday, September 17, 2019 10:35:44 AM

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And I will always rut for SSA and support you all God bless you all

Sent from my iPhone

**From:** [Helix DNA](#)  
**To:** [schedules](#)  
**Subject:** SSA should run all the boats no matter what they work very hard no one should not enter fear with the boats trips to Vineyard Haven to Woods Hole and trucks and their supplies and noise their all around different places keep running all boats GOD BLESS...  
**Date:** Tuesday, September 17, 2019 10:35:36 AM

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Sent from my iPhone

**From:** [Helix DNA](#)  
**To:** [schedules](#)  
**Subject:** I support SSA I hope no one takes away from SSA the island needs their commodities Also people work very hard at the SSA they had a lot of mishaps with their boats and bad weather Also they do very good work God bless all  
**Date:** Tuesday, September 17, 2019 10:35:34 AM

---

Sent from my iPhone

## Sean Driscoll

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**From:** Robert Jaye <r.jaye@comcast.net>  
**Sent:** Friday, August 30, 2019 2:56 PM  
**To:** schedules  
**Cc:** Nat Trumbull  
**Subject:** Object to early boat out of WoodsHole

I object to the early boats out of WoodsHole.  
Have the early boat leave from NewBedford.  
"It time to think about NewBedford"  
Robert A. Jaye

Robert Jaye  
[r.jaye@comcast.net](mailto:r.jaye@comcast.net)  
7 Church Street  
WoodsHole MA 02543  
C. 617. 462.4954  
H. 508.540.3152

## Sean Driscoll

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**From:** Thomas Jennings <tfjennings10@gmail.com>  
**Sent:** Wednesday, August 14, 2019 12:49 PM  
**To:** schedules  
**Cc:** Thomas Jennings; info@capecodrta.org  
**Subject:** Proposed Schedule Changes

This summer I've traveled on the Cape Cod Flyer a few times from Boston to Bourne, Bourne to Braintree, etc. and then utilizing the SSA shuttle to/from Woods Hole. This is a fantastic transportation alternative to get to Martha's Vineyard (& Cape Cod) from Boston et al avoiding numerous traffic jams and turning a loathsome journey into a pleasant experience. Congratulations to the SSA and Cape Cod Flyer for creating this innovative travel solution--I only wish it happened 30 years ago.

Besides praise, the purpose of this message is to encourage SSA & CCF to close some of the time gap between boat and train schedules. For example: the Sunday 5:20pm OB ship arrives WH 6:05 and the SSA shuttle bus departs WH about 6:10 arriving at Bourne Station around 6:35 or so. This leaves about an hour wait on the platform which has seating for maybe 6 or 8 adults. There were about 20 people on the Sunday buses that I've been on--which I believe is a pretty good turnout and will only grow with time and awareness.

My suggestions: It would be very helpful (and marketable) for the SSA & CCF to reduce the wait time on the Bourne Platform thru scheduling and add additional seating. As time passes, hopefully it will prove feasible to expand this great service to include more days, trips and a longer season. Thank you,

Tom Jennings

## Sean Driscoll

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**From:** Sean Driscoll  
**Sent:** Tuesday, July 30, 2019 12:48 PM  
**To:** missionfeedback; schedules  
**Subject:** FW: Mission Statements and schedules  
**Attachments:** 20190730SSA.docx

A little bit of mission statement, a little bit of schedules.

-----Original Message-----

From: Virginia Jones <islandgirlwt@gmail.com>  
Sent: Tuesday, July 30, 2019 11:08 AM  
To: Sean Driscoll <sdriscoll@steamshipauthority.com>  
Subject: Mission Statements and schedules

Dear Mr. Driscoll:

I am very alarmed at the net increase in the numbers of projected trips between WH and the MV ports as presented in the draft 2020 schedule published in island papers the other day. No matter how you characterize the trips, and the boats, you have more boats running, with three slips in WH and several different options on the Vineyard. This is a far cry from the current Mission Statement as contained in the enabling legislation and as the traffic and crowds increase every year here on the island, we are feeling the impacts with more and more concern. In fact Cape Cod itself is essentially an island, with two aging bridges as the only connection to "America," and their current future very much in doubt.

I am an old person and probably won't see the unfortunate changes and tragic outcomes of the increased traffic and every form of degradation from pollution to increased noise, tail pipe emissions and more and more houses and people. I am very sorry to be leaving behind such a legacy for my kids and grand sons, and for those of other islanders.

The current Mission Statement for the SSA works just fine and the Bonding Limit keeps the worse excesses under control

We need less trips (but more trips for true island residents -- those whose domicile is really the Vineyard) and we need more GOVERNORS.

Virginia C. Jones

--

Virginia Crowell Jones  
Foxfire Marine Consulting, LLC  
P O Box 400, or 39 New Lane  
West Tisbury, Martha's Vineyard,  
Massachusetts, 02575 USA  
1-508-693-6397

**From:** [Myla Kabat-Zinn](#)  
**To:** [schedules](#)  
**Subject:** re: early freight truck traffic related to the SSA  
**Date:** Friday, September 13, 2019 8:29:03 AM

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To whom it may concern:

My husband and I are long time summer residents of Woods Hole. Our home is at 46 Buzzards Bay Ave.

The impact of freight truck traffic on Woods Hole Road, no matter what the hour, is much more than a “noisy nuisance,” as stated in the Sept. 10th article in the MV Times. The word “nuisance” makes light of the very real concerns of Woods Hole residents who have to live with the negative affects of noise, vibrations, and fear of terrible accidents from large and heavy trucks. The benefits of the truck traffic are all for the Vineyard and the negative impacts are all on the residents of Woods Hole. Some compromise and balance are desperately needed here. Having the ferry schedule for trucks start later than 5:30 a.m. is a beginning.

Continuing to increase freight truck traffic on Woods Hole Road is inappropriate and unsustainable. Now is the time to seriously consider a regional solution that takes the burden of truck traffic off of Woods Hole.

Myla Kabat-Zinn  
46 Buzzards Bay Ave.  
Woods Hole, MA 02543

## Sean Driscoll

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**From:** Jamie Kageleiry <jamie@mvtimes.com>  
**Sent:** Monday, September 9, 2019 10:08 AM  
**To:** schedules  
**Subject:** In support of early boats

Hi Donna.

I'm writing in support of continuing the 530 am ferries. As you know, our weekly newspapers typically come over on that boat.

I can imagine that by canceling the 530 boat, there would be additional pressure on trucks to book the 6am boat. If we end up on boats much later than 6 or 630 am, our newspapers do not get to the post offices in time for the newspapers to be distributed in boxes that same day.

Thank you!

Ms. Jamie Kageleiry  
Associate Publisher, The MVTimes  
2017 and 2018 New England Press Association "Weekly Newspaper of the Year."  
[Sign up for our daily newsletter, The Minute, here.](#)  
[1-508-693-6100](tel:1-508-693-6100) x #15  
[mvtimes.com](http://mvtimes.com)  
[mvartsandideas.com](http://mvartsandideas.com)  
[vineyardvisitor.com](http://vineyardvisitor.com)



**Sean Driscoll**

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**From:** Camilla King <camillaking@verizon.net>  
**Sent:** Tuesday, September 10, 2019 3:01 PM  
**To:** schedules  
**Subject:** 5:30 freight ferry

As a resident of Woods Hole who lives on Juniper Point, very close to the ferry terminal- I would like to submit that I am firmly against the 5:30 freight ferry. We deal with the noise and traffic from the terminal every single day of the week-year round. The noise from multiple trucks idling, backing up etc. is especially irritating early in the morning. Please be considerate of those of us who gain nothing from having the ferry terminal in Woods Hole.

Sincerely,  
Camilla King

Sent from my iPhone

## Sean Driscoll

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**From:** Sean Driscoll  
**Sent:** Thursday, August 22, 2019 9:18 AM  
**To:** schedules  
**Subject:** FW: Customer Feedback

**From:** pneedre@steamshipauthority.com <pneedre@steamshipauthority.com>  
**Sent:** Thursday, August 22, 2019 9:09 AM  
**To:** Sean Driscoll <sdriscoll@steamshipauthority.com>; Mark Rozum <mrozum@steamshipauthority.com>; Robert Davis <rdavis@steamshipauthority.com>  
**Subject:** Customer Feedback

This email was sent to Sean Driscoll, Mark Rozum and Bob Davis.  
It was assigned to Sean Driscoll.

You may access the Customer Feedback site at [Customer Feedback Site](#), transaction number 174214

### For Your Information

Date Reported	Status	Subject	Related To
08/21/2019	Open	Question/Comment	Oak Bluffs Terminal
Comment			
To Whom It May Concern; Please do not add any trips to Martha's Vineyard next summer. There are too many cars here, there is too much congestion, there is absolutely no place to park in any down island town. The pollution and the garbage all these people create is destructive. You should limit the cars coming here because if the Island turns into a replica of Falmouth you will lose business.STOP THE CARS! TOO MANY CARS!			

Name	Phone	eMail Address
Judy Kranz		<a href="mailto:judyellenk@comcast.net">judyellenk@comcast.net</a>
Address Line 1		Address Line 2
City	State	Zip
Oak Bluffs	MA	02557

You may not disclose any information regarding any customer (such as a customer's name, address, email address, telephone number, and/or other identifying information) except as is necessary and appropriate to investigate and respond to a customer's comment in connection with the conduct of the SSA's operations. You also may not disclose any personnel information regarding any SSA employee (such as employment applications, employee work evaluations, disciplinary documentation, and/or promotion, demotion, or termination information pertaining to a particular employee) unless expressly authorized by the SSA's General Manager.

**Sean Driscoll**

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**From:** Kuffler Eugénie <ekuffler@yahoo.com>  
**Sent:** Tuesday, September 10, 2019 1:34 PM  
**To:** schedules  
**Subject:** Comment concerning early morning freight traffic into WH subsequent to meeting of August 9 at Falmouth Highschool

To the attention of the Steamship Authority:

I do not live on the WH Rd and am not impacted by the early morning truck traffic but I am sympathetic to those who are. My grievance is the disfiguration of the terminal by the massive on-ramp and the 90 foot extension of the slip N° 3 that berths the Sankatty, the boat designed to accommodate trucks. The on-ramp is a bland expanse of macadam that has permanently destroyed the delicate charm of the corner of Luscombe Avenue and mars the view of Great Harbor from the top of Railroad Ave. And yet apparently there is still not enough room for trucks to maneuver as I have seen a video of a 14 wheeler backing up Luscombe in order to drive on to the boat. To continue with aesthetics, if one stands on the dock behind the Community Hall, the Sankatty blocks the view of the Sound and if slips 1 & 2 are constructed as planned with enlarged rising on-ramps and 90 feet extensions, when berthed, the 3 ships will form a fortress that will further block the view, and will force the Steamship Authority to attract yet more cars and trucks to pay off their investments, and as such the bridges, the roads and the towns of Falmouth and Woods Hole will continue to be overwhelmed by traffic.

Eugenie Kuffler  
Woods Hole, Sept 9, 2019

## Sean Driscoll

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**From:** Suzanne Kuffler <suzannekuffler@hotmail.com>  
**Sent:** Thursday, September 12, 2019 9:49 AM  
**To:** schedules  
**Subject:** 5:30 AM scheduling

To: Steamship Authority

From: Suzanne Kuffler, Woods Hole

In order to respect those Falmouth residents whose sleep is affected by early morning truck traffic, please find some form of scheduling that mitigates the pre 5:30 am large truck rush to get this ferry. Sleep is a necessity and a real health issue. It is best not to regulate people too much but something needs to be done if people / drivers do not self regulate and if the SSA does not step in to offer helpful guidelines and helpful scheduling. Speed and braking remain a constant issue for example.

The constant increase of traffic volume to the Vineyard also is part of the story. The volume through the Cape is also in need of mitigation of some kind. Surely a good and thoughtful strategic plan would take these issues into account. There has to be some reasonable management response as the current situation and projected growth is not sustainable. It is better to put good practices in place now before some sort of serious breaking point is reached. Some Falmouth residents and some Vineyarders are already aware of the seriousness of these issues. Serious thought and serious mitigation by the Authority is both a reasonable and a responsible practice.

I firmly agree with sentiments expressed at the community meeting with the Authority on the 9th of September, 2019 that the community and the Authority need to work together on issues. We all need to work hard to create a non-adversarial community.

**From:** [Stephen Laster](#)  
**To:** [schedules](#)  
**Subject:** Morning Freight Schedule  
**Date:** Monday, September 16, 2019 3:31:50 PM

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I am writing in opposition to increasing the frequency, size, and timing of early morning freight trucks.

I recognize that you have a problem. A problem that if solved to expediently, will leave people on both sides of the argument deeply disenfranchised and at war with each other for decades to come. Or you have a problem that could call on you to use your best thinking (with community input) to strengthen bonds between communities, organizations and people.

I have lived on the Woods Hole Rd for well over 25 years and SOME of the early morning trucks, in a word, suck. They are so poorly operated and poorly maintained that they shake the front wall of my house and make it impossible to sleep. They arrive early and since they are banned from the Steamship, they illegally park in the turnout that says "no parking" near FR Lilly Rd until they can barrel down to the docks. And yet other trucks, properly maintained and skillfully operated, move down the road with a reasonable level of noise and allow a person to sleep.

And yes, SOME on the Vineyard are all about growth and commerce without regard to externalities. Bring on more people, bring one more supply; commerce full steam(ship) ahead. Their mantra appears to be, "we need our stuff at all costs". As long as their costs are low.

And of course, if I owned a transport company and did not have to deal with the externalities created by my trucks, why would I care? Heck fuel prices are up, logistics are challenging, and drivers are hard to find. Who cares about some people living on the Woods Hole Rd.? I just need to make a living.

The truth is unless people are willing to stand down and work together, this fight is going to get worse and end up poorly. People on all sides of the argument have recourse. Some recourse will take longer than others to implement. But in the end, I am quite sure we can make life difficult for all while we lose our most precious asset. We will lose any sense of community.

My hope is that you will recognize the complexity of your problem and lead us in a process towards compromise. Please do not hide behind the imperfect language of the Enabling Act. The Steamship effects lives and commerce in several communities. Wouldn't it be refreshing if we could have an honest dialog and work towards a compromise?

In the world of compromise, there are no winners and no losers. There are balanced

outcomes where we all give and take. Continuing to increase the size and frequency of trucks rolling through Woods Hole in the early morning hours smacks of a lack of compromise. I sure hope you can do better... Time is running out and history will judge your stewardship of the Steamship by how you find a compromise.

Stephen Laster  
Woods Hole Rd

## Sean Driscoll

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**From:** Paul Lobo <info@capnco.com>  
**Sent:** Tuesday, September 10, 2019 11:45 AM  
**To:** schedules; Irwin D Nathanson  
**Subject:** early mooring trucks

Dear SSA,

I am totally against any more trucks on Woods Hole Road going to MV. Most trucks would be better served using New Bedford. It might be a half an hour longer ferry ride, but the congestion saved on the bridges, the small roads leading into WH and the pollution is monumental. Not only this, but trucks coming from Boston would have a much easier route coming down Route 24 almost directly into New Bedford which is a commercial port. WH and Falmouth are tourist communitities. The less trucks the better. Also, the traffic every night after 3 pm heading north at Jones Road, Falmouth is a nightmare.

--

Captain Paul Lobo  
415-939-0223

Author: Crossing the Bar, The Adventures of a San Francisco Bar Pilot [WWW.capnco.com/Crossing](http://WWW.capnco.com/Crossing) Available on Amazon  
Voted Top Ten Nautical Book of 2016 by gCaptain -The World's Largest Maritime Blog

## Sean Driscoll

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**From:** RICHARD LOVERING <sleepwalker511@comcast.net>  
**Sent:** Sunday, September 8, 2019 6:29 PM  
**To:** schedules  
**Subject:** Proposed Operating Schedule Summer/Fall 2020

Dear Sirs,

I regret that I will be unable to attend the public hearing on September 9, 2020 discussing the proposed operating schedules for the Summer & Fall of 2020. Here's what I would say:

My family has lived on Woods Hole Road for over sixty years and we have witnessed the proliferation of traffic that has occurred during this period. We know that the Steamship Authority is not the only traffic contributor and realize that it also includes the scientific institutions, Coast Guard, business community and people in general. However, a majority of the non SSA traffic relates to people who are employed in Woods Hole. They go to work in morning and go home in the late afternoon. They usually drive cars but they do not drive tractor-trailers. They do not drive past my house at 4:30 to 5:00 am to get the first boat. From 2007 to 2018 truck traffic carried between MV and Woods Hole increased by nearly 40,000 trucks. That's an additional 107 trucks a day making a staggering 377 truck trips a day in 2018. No wonder it's so noisy and smelly. It's dangerous too. We are just waiting for the big one to happen. Hopefully not involving a tanker truck.

There should be no ferry leaving Woods Hole before 6 am. That should be a SSA policy. We are strongly opposed to any schedule that allows it. It is not fair to the community nor the residents to have to bear the noise, the traffic and all that goes along with it.

Sincerely,

Richard Lovering

Woods Hole Road



**From:** [Susan Maddigan](#)  
**To:** [schedules](#)  
**Subject:** Early morning boats to Martha's Vineyard  
**Date:** Saturday, September 14, 2019 1:31:11 PM

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Dear Steamship Authority Board members,

I am writing to request that you discontinue any further 5:30 AM departures from Woods Hole. The noise and traffic at 4:00 am are incredibly disruptive and stressful. It is not unreasonable to expect relative quiet most of the time at 4:00AM.

This very early departure and the required staging in advance of this departure are signs of a more difficult problem. The volume of goods and people that are ferried to Martha's Vineyard through Falmouth and Woods Hole far exceeds the capacity of the town's infrastructure and the ability of the people who live in Falmouth and Woods Hole to reasonably co-exist. We have reached and passed the point where continued growth becomes undesirable and unhealthy. Traffic associated with travel to Martha's Vineyard is producing excessive noise, congestion and air pollution. Somehow a reduction in ferry trips from Falmouth and Woods Hole needs to be achieved. I would gladly volunteer to be part of a committee to study this as a regional problem as was suggested in Monday's meeting at Falmouth High School.

Thank you  
Sincerely,  
Susan Maddigan  
8 Oakwood Ave  
Falmouth MA

- Susan Maddigan

**From:** [TA Maddigan](#)  
**To:** [schedules](#)  
**Subject:** 9/9/19 meeting  
**Date:** Saturday, September 14, 2019 2:01:04 PM

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General Manager Robert B. Davis,  
Dear Sir,

We live at 8 Oakwood Ave, in Falmouth, which is directly opposite the bus exit onto Palmer Avenue.

I attended last night's meeting at Falmouth High School, and see that there are many sides to the issue of the growth of the Authority, not just early morning truck traffic. Certainly, Vineyarders can get to doctor's appointments on boats leaving the Vineyard without an impact on truck traffic. Tradesmen do not normally drive 16 wheel semis to island work locations on a daily basis. Box trucks and flat beds are mostly used to transport supplies and emergency food stuffs to the island. 53 foot fuel tankers are already limited to later boats.

Therefor, I suggest that ALL semis be banned from the 5:30 AM boat, thereby eliminating such very early morning traffic the villagers, (and those along the routes) find disturbing. This may not cure all the complaints, but is directly related to the purpose of the hearing. And, as such, is another show of good faith by you.  
Thank you for your time.

Thomas A. Maddigan

## Sean Driscoll

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**From:** Mike McCue (Cemetery) <Cemetery@freetownma.gov>  
**Sent:** Monday, August 26, 2019 6:04 PM  
**To:** schedules  
**Subject:** 2020 Schedule Comment

Good afternoon,

Where you are soliciting comments on the proposed schedules for summer and fall 2020, I would like to suggest adding scheduled late runs on those certain nights that have large-scale events of general public interest. As an example, I had planned to leave after the fireworks on August 16th, only to learn that the fireworks would not start until closer to 9:00 and the last trip back to Woods Hole would be at 9:30. (I was appreciative of both the SSA ticket agent and VTA agents who advised against trying to watch the fireworks if planning to leave that night.)

The cost of adding a run may not be justifiable if the demand is not there, but it seemed worth suggesting. I appreciate your consideration.

With thanks,

Mike McCue

Mike McCue, Chairman  
Freetown Cemetery Commission

Town Hall, P. O. Box 438  
Assonet, Mass. 02702

**From:** [MCINTOSH](#)  
**To:** [schedules](#)  
**Subject:** MV Times 10SEP19 "Woods Hole, Vineyard at odds over 5:30 freight"  
**Date:** Friday, September 13, 2019 11:15:52 AM

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Greetings,

As a seasonal resident on Martha's Vineyard (MV), my family and I are not troubled by the sounds of early morning traffic either on Island or travelling through Falmouth / Woods Hole. We always try to take the earliest and / or latest ferries when going to or leaving the Island. Traffic is horrendous everywhere. It took us seven (7) plus hours to get to MV recently ... but it is always worth it.

Falmouth and Woods Hole should not infer that the solution to the perceived problem be shifted to New Bedford. Instead, my suggestion is that the freight companies look to Plug-in hybrid and electric vehicles to reduce traffic noise in Falmouth, Woods Hole and MV. This would also help remedy local pollution from vehicular exhaust.

Regards,

Charles A. McIntosh

**From:** [Mark Metell](#)  
**To:** [schedules](#); [Alison Fletcher](#); [Robert Davis](#)  
**Cc:** [dstjohn](#); [Gina Barboza](#)  
**Subject:** Meeting 9/9/2019  
**Date:** Friday, September 13, 2019 10:17:55 AM  
**Attachments:** [image001.png](#)

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Good day,

Let me start by saying that I've been trucking freight to MVY and ACK for over 40 years. I most recently worked for an MVY company that was a very frequent user of the SSA and I used the early boats as much as possible with much success. Having said that, it seemed the meeting was getting off point when people start talking about how the sun doesn't shine on the community center because the ships are in port, or how the whole complexion of "our quaint little village of Woods Hole" has changed because of the major rehab of the SSA. And what difference does it make that your family has lived in WH since the 1700s?? The world has changed, the whole completion of WH has changed along with all the progressive changes the rest of Falmouth and the rest of the country are going through. The fact that you live near Rt.28, the 4 lane section, and can hear the trucks driving up and down the highway is not the SSA's problem or what the meeting is all about.

The major point of the meeting was to come up with a solution to the "noise problem" that people are complaining about. The one thing that it seems people don't realize is that WH is a major shipping port for the SSA to service the islands, the USCG has a base there, WHOI and the MBL are headquartered there and NOAA and the National Marine Fisheries have operations there as well. Unfortunately the one road that goes to all those places is Route 28, a state highway. The fact that some trucks are using "driving apps" that are taking them through neighborhoods and down Sippewisset or Quisset Road, is due to the inexperience of some drivers and not the SSA's problem. As a regular driver to WH for the past 40 years, I can say with much confidence that regular drivers that frequently drive to WH, do not take the back roads unless there is a detour or for some other unforeseen circumstance. There was also concern raised about, school children's lives in danger, while waiting for the school bus. The issue in question is the 5:30am boat. Trucks heading to WH for that boat would be on RT. 28/WH Road at approximately 4:30am, last time I checked, kids weren't waiting for the school bus at 4:30 in the morning.

The early morning boats, 5:30am-6:00am, are the most logical boats for the fuel trucks, trash trucks, food delivery trucks, lumber trucks, general commodities, etc. to use. That gets the trucks down Rt. 28/WH Road early in the morning, while traffic is at a minimum and before the school busses are running. There is also concern that there could be a serious MVA involving a truck on Rt. 28/WH road. That could happen anywhere in the town not just in WH. Has anyone ever given any thought as to the amount of trucks that carry fuel to the many gas stations in Falmouth. What about Walmart, Stop and Shop, Shaws, Dunkin Donuts, Martin Brower and all the other trucks that drive on local roads to make their deliveries. What about the fuel trucks that fuel the USCG, NOAA, WHOI and Fisheries boats. Any one of these trucks could be involved in an MVA that would have serious consequences in the area that it would take place.

Regarding New Bedford, I took the NB boat several times and found it to be much costlier for my company. Any possible savings by not having to drive to WH, were wiped out on the 5 hour boat

round trip. Also if memory serves me at least one of those trips was cancelled due to weather, but the WH boats sailed with no interruption. There were several times when the NB boat had no room or was not operating, that I drove to WH and made the round trip to MVY in less time than if I had taken the NB boat. To simplify things, NB is not a viable option. It was a financial loser for the SSA and the shippers back then and would be now.

In summary, it seems that taking away the early morning boats, or restricting the trucks to come at a later time will negatively affect the way many companies will be able to conduct business on MVY. The success for many companies depends on getting their product delivered to the island early. Additionally, the SSA needs those early trips to “stage” the boats for the off island runs, those too are very important to the island businesses that need to get their trucks off island early.

Thank you

Best regards

**Mark R. Metell**

**Director of Fleet Operations and Safety**

Warren Trask Company

63B Bedford Street, Lakeville MA 02347

PH: 800.752.0121

Cell: 508.274.0003



[mmetell@warrentraskcompany.com](mailto:mmetell@warrentraskcompany.com)

wtrask.com

SEP 20 2019

Mr. Robert Davis  
General Manager  
Steamship Authority  
228 Palmer Avenue  
Falmouth, MA 02540

September 10, 2019

Dear Mr. Davis,

I'm a resident of Martha's Vineyard writing to express my objection to the scheduling of 5:30 a.m. freight boats from the mainland to Martha's Vineyard.

There are many reasons why early morning freight traffic is objectionable.

One of the primary reasons is that the noise from that early-morning truck traffic is disruptive and harmful to health and well-being. Truck traffic at any hour is loud and unpleasant. At 4:45 a.m., it disrupts sleep and the early morning peace. The harmful effects of noise on health and well-being are well-documented. Excessive noise creates or contributes to stress, sleeplessness and fatigue, poor concentration, cardiovascular disease, and other physical, mental, and emotional harm.

Vineyard towns have noise ordinances in recognition of residents' needs for quiet. No town would countenance a construction start-up at 4:45, or 5:30 a.m. No town or quasi-public authority should permit the noise of heavy vehicles at those hours either.

Why would I care as a Vineyard resident? One of my concerns is that increased freight traffic fuels increased growth and development, and we need to curb that if we are to maintain the character of the island. But a greater concern is that we on the Vineyard and those who live in Falmouth and Woods Hole are neighbors. Mainland residents deserve our understanding and support. We have, after all, benefitted from the flow of traffic through their communities for many, many years. We have counted on their hospitality and cooperation. We owe them.

I have read criticism to the effect that if you choose to live on a road, you have to expect traffic. That's certainly true, and I don't see any mainland residents objecting to traffic per se. But that traffic has grown far greater than it was when they chose to make their home there. As reported by the MV Times: In 1991, a total of 57,022 trucks were carried; in 2011 the number was 114,782, in 2014 121,380, and in 2015 172,861. Anyone who has seen a more than doubling of truck traffic in that period would be distressed and justified in asking for relief.

Vineyard truckers have observed that their trucks travel on state roads to which they are entitled. Again, no disagreement there. But they're a part of a much larger problem, the burgeoning traffic and bottlenecks throughout Southeastern Massachusetts, and in particular on the Bourne and Sagamore bridges and arteries between the canal and the Woods Hole ferry terminal. This is a regional problem, and the Steamship Authority is a key part of both problem and solution. The SSA must act responsibly to address this problem, acknowledging that it goes far beyond simply acquiescing to the island's truckers and business interests.

We have to ask ourselves how much this scheduling is motivated by the SSA's need for revenue, largely, I surmise without knowing for sure, to pay off bond debt. As reported in the Boston Globe, costs of the new Woods Hole terminal building estimated in 2014 at \$3.7 million had ballooned this year to \$14 million! Costs of the temporary terminal building rose more than

five-fold from a proposed half million dollars to \$2.7 million. Let's rein in such costs, and further plans for expansion, and cut back on the need for constantly growing revenue.

We all greatly value the services of our local trucking companies, and we rely on the SSA as our "lifeline" to the mainland. But conditions of life here and on the nearby mainland—economic, environmental, and traffic—now require that we find new ways of meeting our needs.

According to the Martha's Vineyard Commission, the Vineyard imports almost all its food, energy, and manufactured goods. These expenditures go off-island and do not benefit the Vineyard economy. The economic well-being and quality of life of the Vineyard will inevitably require that we on the Vineyard create a more balanced year-round economy and reduce our reliance on off-island goods and resources. This will be a huge challenge, and it will necessitate changes in many of today's patterns of life. All of us, including the SSA, will need to work together to accomplish these changes.

In summary, the harmful effects of noise pollution, the inappropriate hours of early-morning freight traffic, the great growth in that traffic, the broader context of regional traffic problems, concerns for revenue-driven schedule expansion, and the urgency of reducing off-island imports and expenditures all argue strongly for your curtailing early-morning freight traffic to and from the Vineyard.

Thank you very much for taking these comments into account as you make your decisions.

Sincerely,

A handwritten signature in black ink, reading "Hunter N. Moorman". The signature is fluid and cursive, with a long horizontal line extending from the end of the name.

Hunter N. Moorman  
PO Box 1449  
West Tisbury MA 02575



## Sean Driscoll

---

**From:** Sean Driscoll  
**Sent:** Thursday, September 12, 2019 2:30 PM  
**To:** schedules  
**Subject:** FW: Comment on 5:30 AM boat

**From:** Robert Morris <rbtjmorris44@gmail.com>  
**Sent:** Thursday, September 12, 2019 2:29 PM  
**To:** Robert Davis <rdavis@steamshipauthority.com>  
**Cc:** Sean Driscoll <sdriscoll@steamshipauthority.com>  
**Subject:** Comment on 5:30 AM boat

at Monday's hearing the ONLY need for this early boat was expressed by several truck drivers. Where were the people/businesses that are serviced by these early trips? Apparently none see sufficient need to come to the meeting or even send a note of support for the early boat. I must conclude that the early boat is desired by the truckers to make deliveries before the heavy traffic begins or by the trucking co owners to get one more 'turn' out of their equipment.

to run trucks through Falmouth neighborhoods for the convenience of a few truckers is an affront to people of Falmouth and will extend the antipathy that is building.

**Sean Driscoll**

---

**From:** Helen Neumann <acuhellie@verizon.net>  
**Sent:** Tuesday, September 10, 2019 6:09 PM  
**To:** schedules  
**Subject:** Re. Early morning boat run

Would it be possible to modify the schedule so the early morning run only goes on weekdays ??? Allowing locals in woods hole to sleep in on weekends ?

Helen Neumann

Chilmark

Sent from my iPhone



# TOWN OF OAK BLUFFS

Post Office Box 1327 • Oak Bluffs, MA 02557  
Telephone 508-693-3554 • Fax 508-696-7736

SEP - 9 2019

## Board of Selectmen

Brian C. Packish, *Chairman*  
Jason Balboni  
Gail M. Barmakian  
Gregory A. Coogan  
Michael J. Santoro

September 3, 2019

Woods Hole, Martha's Vineyard and  
Nantucket Steamship Authority Board  
PO Box 284  
Woods Hole, MA 02543

Robert L. Whritenour, Jr.  
*Town Administrator*

Robert R. Jones, Chairman  
Marc N. Hanover, Vice Chairman  
Kathryn Wilson, Secretary  
Moiria E. Tierney  
Robert F. Ranney

### **RE: Potential Reduction in Ferry Service to the Island of Martha's Vineyard**

Honorable Members of the Board:

The Board of Selectmen of the Town of Oak Bluffs has been informed that the Steamship Authority Board may be entertaining a request to reduce service to the Island of Martha's Vineyard by eliminating the 5:30 A.M. ferry. At their regular meeting of August 27, 2019, the Board of Selectmen voted to oppose this measure in the strongest possible manner through a correspondence to your Board and urges you to reject this reduction in service.

The Board knows that you are well aware of the importance of the ferry service which provides a lifeline for our Island communities. Many others simply don't understand or appreciate the enormous negative impact that such a reduction in service would have on our local residents. First and foremost, we rely wholly on the Steamship ferry service to be able to access medical services and get to doctor's appointments. It is often an all-day affair to be able to get to a doctor's appointment, receive chemotherapy or any other deeply needed medical services. Often the 5:30 A.M. boat is the only means to get up to the city on time for appointments the same day. Can you imagine having to take two days and stay in an expensive hotel just to see your doctor or receive medical treatment? That is what such a change means for us.

Another critical issue deals with the delivery of food and other supplies which require the early boat to be able to unload critical supplies at various business locations in the Town at reasonable times in the morning to avoid complete gridlock on our local roads. Later boats mean later deliveries during times when our narrow roads are packed with traffic. The geometry simply does not exist to accommodate food deliveries, local traffic and visitor traffic at the same time. It creates complete chaos and shuts our business districts down. We rely on the 5:30 A.M. boat during the summer and shoulder seasons to accommodate the flow of goods and traffic that we need to service our local and visiting population.

Available space on the current ferry service schedule is already very limited during the busy summer months, and the 5:30 A.M. ferries currently offer an extremely limited number of trips. We hope to work with the Authority to increase our level of services as local residents needs often get lost in the summer trade. To eliminate the service would be an unthinkable detriment to our community, and a measure that we hope you will join us in opposing.

In closing I wish to thank the Steamship Authority for your efforts during the recent busy summer period to meet our critical needs. We hope that we may continue to work with you as strong advocates for our community members who rely entirely on the Steamship service to meet their daily critical needs and we look forward to your support for service improvements rather than a dismantling of these essential public services.

Sincerely,

For the Oak Bluffs Board of Selectmen,



Brian Packish, Chairman

cc: Board of Selectmen of the Town of Aquinnah  
Board of Selectmen of the Town of Chilmark  
Board of Selectmen of the Town of Edgartown  
Board of Selectmen of the Town of Tisbury  
Board of Selectmen of the Town of West Tisbury  
Dukes County Commissioners  
Board of Selectmen of the Town of Nantucket  
Senator Julian Cyr  
Representative Dylan Fernandes  
George J. Balco, Port Council Chairman  
Robert B. Davis, General Manager

**Sean Driscoll**

---

**From:** Lena Prisco <drlena60@gmail.com>  
**Sent:** Thursday, August 1, 2019 11:11 AM  
**To:** schedules  
**Subject:** Increases in boat schedule to MV

Dear Sir and Madam

As an island resident, there is a fundamental issue with increasing boats to the island.

This island cannot handle any more cars. The roads are in disrepair and at best difficult or at worst dangerous, to travel.

Amazingly, we have an excellent mass transit bus system and plenty of rentable vehicles available to all tourists.

A better route would be to increase the fast ferry schedules encouraging visitors of the need not to bring their own vehicles.

Increasing the trips would not serve islanders who do not get any preference for travel, it would only line the pockets of the SSA.

Regards,  
Lena Prisco, PhD

## Sean Driscoll

---

**From:** Tracy Resendes <tresendes@boremco.com>  
**Sent:** Monday, September 9, 2019 10:31 AM  
**To:** schedules  
**Subject:** Proposed Scheduling changes/Petition

Good morning.

As one of the many trucking companies that deliver to the islands, I would like to voice our concerns with any changes that might be made to sailing schedules. We require a HAZMAT vessel to deliver commodities to the islands and are limited to begin with. Due to DOT restrictions, our drivers are limited to a certain number of driving hours per day this is why we need the earliest am sailing time – 5:30-6:00 to avoid commuter traffic and the same for the pm return. When bookings are made, they are for the first scheduled sailing to the islands and usually the 1:30-1:45 return boat.

If we can please request that the first sailing be no later than 6-6:15, Speaking for Borden & Remington Corp., we believe that this will work for us while keeping the community better rested.

Please do not hesitate to contact me with any questions.

Regards,  
Tracy Resendes

Tracy Resendes  
Email: tresendes@boremco.com  
Voice: 508-675-0096 x220  
FAX: 508-672-5670



www.boremco.com  
"CHEMISTRY: The Right Mix of People, Product & Performance."  
Borden & Remington Corp.  
63 Water Street  
Fall River, MA 02721

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**From:** [Stephen Starosta](#)  
**To:** [schedules](#)  
**Subject:** I oppose the 5:30 AM boat - route freight traffic through New Bedford instead  
**Date:** Saturday, September 14, 2019 1:28:29 PM

---

To Whom It May Concern.

As someone who grew up in Falmouth, I've witnessed boat traffic increase on Woods Hole Road to such a degree that is now an extremely dangerous road.

New Bedford must now be considered for commercial trucking purposes. It is not only within easy access of Route 95, a major interstate highway, but it's a deep water port with commercial wharfs fit for heavy commercial traffic.

The Steamship Authority must consider the dangerous effects that heavy traffic is having on Woods Hole Road. Quality of life issues such as noise and air pollution must take a high priority in your decision making.

Sincerely,  
Steve Starosta

Stephen Starosta  
190 Mooland Road  
Falmouth, MA 02540  
646.552.5585



# COUNTY OF DUKES COUNTY

## Martha's Vineyard & Elizabeth Islands



September 5, 2019

Robert Davis  
General Manager  
Woods Hole, Martha's Vineyard and Nantucket Steamship Authority  
228 Palmer Ave  
Falmouth, MA 02540

Re: Summer and Fall Operating Schedule

Dear Mr. Davis,

Please accept this letter of support in keeping the 5:30am boats out of Woods Hole running during the summer season. These boats are taking freight and allowing for about 90 spaces for passenger cars to be available later in the morning for people who need to get off island to make their medical appointments etc. As we all know the summer is a busy season and taking the early morning freight boat of the schedule would negatively impact many islanders and island businesses who are trying to keep up with the demands of the summer season and the increased difficulty to secure space to get off the island when needed.

Since you have scheduled a public hearing regarding the schedule in Falmouth, we would like to request that you give the same opportunity to people on Martha's Vineyard before making any final decision. Please let us know if we can help facilitate a public hearing on Martha's Vineyard and give residents a chance to express their concerns relative to any changes in the schedule.

Sincerely,

Martina Thornton  
Dukes County Manager  
On behalf of the Dukes County Commissioners



September 29, 2019

(Corrected October 7, 2019)

Dear Mr. Davis,

Please accept my comments concerning the petition of Town of Falmouth residents for the elimination of freight trucks on the 5:30AM ferry from Woods Hole Village for Summer 2020 schedules.

1.

Please examine carefully this website:

[www.woodshole.net](http://www.woodshole.net)

The website contains a collection of photos, videos, and other materials documenting the ongoing impacts of early morning freight trucks on Woods Hole and Falmouth residents.

Please consider this evidence of continuing early morning noise impacts on Woods Hole and Falmouth residents.

2.

The fact that the Steamship Authority was able to operate prior to 2012 without carrying freight trucks on a 5:30AM ferry, and without apparent detriment or outcry from Vineyard residents or freight shippers, raises serious questions about the arguments that a 5:30AM freight truck service is essential today.

We have heard alternate explanations from the Steamship Authority for the necessity beginning in 2012 for a 5:30AM freight truck service from Woods Hole to the Vineyard.

We have heard an explanation that the previous late evening ferry service was not doing well in terms of occupied capacity and therefore that late boat's first of eight round trips should be moved to earlier in the morning.

We have heard that the SSA needs to be able to reposition its 5:30AM boat from Woods Hole to the Vineyard so that boat will be ready on the Vineyard for a 6:30AM run from there.

Such arguments appear to be much more Steamship Authority-driven than demand driven.

3.

The SSA Section 15A report from 2017 said the SSA will work with truck drivers to follow new rules. Yet those efforts appear to have yielded minimal results.

Early morning speeding by SSA-related trucks on Woods Hole Road continues.

Use of truck jake brakes still takes place in the early morning.

Idling, often without a driver in the cab, is common at Woods Hole terminal, including for those trucks that arrive at 5:00AM.

In general, the measures the SSA wrote in 2017 it would take concerning new rules (no early morning standbys, no arrivals prior to 5:00AM) for early morning freight trucks have not been consistently applied.

4.

While it has been suggested multiple times to the SSA staff that they conduct a simple survey of Woods Hole Road residents and the impact of early truck noise on them, the SSA has never done this.

Such a survey could be conducted at minimal cost and within a short timeframe.

5.

A comparison of total monthly truck volumes carried between WH and the Vineyard contradicts the SSA's reported necessity for early morning trucks in September and October.

The total number of trucks carried in April 2018, when there was no 5:30AM ferry, was very similar to the total number of trucks carried in September 2018 and October 2018.

Total number of trucks carried WH-Vineyard in 2018

	April	May	June	July	August	September	October
2017	12,283	14,177	13,807	12,133	11,970	11,049	12,634
2018	11,925	14,037	13,801	12,718	12,453	12,183	12,522

Source:

[https://www.steamshipauthority.com/writable/versioned\\_downloadable\\_forms/path/trfpassautotruckmay\\_june2019.pdf](https://www.steamshipauthority.com/writable/versioned_downloadable_forms/path/trfpassautotruckmay_june2019.pdf)

If 5:30AM freight trucks from Woods Hole can be avoided in April when total truck volumes are so close to monthly truck volumes in September and October (and even more in April 2017 when compared with September and October 2017), why is 5:30AM freight truck delivery needed in September and October 2020?

6.

The Occupied Capacity daily reports for the first six boats (5:30AM to 8:15AM) from Woods Hole to Martha's Vineyard indicate that the first six boats were far from full in September 2018 and October 2018.

For the September 8 to 30, 2018 period, the first three freight boats (201, 203, and 205) from Woods Hole had an average total percentage of occupied capacity for Monday-Saturday of 222%, that is, only 7% on average above each of the first three freight boats' total capacity. Could the 5:30AM freight trucks in September not be spread among the other five boats that leave between 6:00AM to 8:15AM in order to remove freight trucks from the 5:30AM boat from WH in September?

Sep-18		OCCUPIED CAPACITY PERCENTAGE (WH to Vineyard)					
		530AM	600AM	630AM	700AM	730AM	815AM
Autos							
530AM		201	5	203	7	205	9
8	7	81	73	23	88	95	93
9 SUN							
10	3	55	66	82	86	76	88
11	2	62	75	77	94	64	102
12	1	55	72	56	78	81	95
13	3	73	68	94	100	76	73
14	5	88	83	82	94	78	97
15	4	57	43	74	90	93	97
16 SUN							
17	3	55	75	97	106	71	83
18	2	66	55	79	84	86	82
19	1	64	73	95	88	69	88
20	4	71	62	97	86	79	85
21	7	85	80	92	92	87	92
22	1	60	47	92	64	83	90
23 SUN							
24	3	50	63	92	94	81	88
25	1	69	65	95	96	64	93
26	1	52	63	67	98	79	68
27	2	66	68	92	96	69	82
28	3	85	86	87	96	71	93
29	6	57	32	65	62	43	85
30 SUN							

For the October 1 to 22, 2018 period, the first three freight boats from Woods Hole had an average total percentage of occupied capacity for Monday-Saturday of 207%, that is, only 2% on average above each of the three boats' capacity. Could the 5:30AM freight trucks in October not be spread among the other five boats that leave between 6:00AM to 8:15AM in order to remove freight trucks from the 5:30AM boat from Woods Hole in October?

Oct-18		OCCUPIED CAPACITY PERCENTAGE (WH to Vineyard)					
	Autos on 530AM	530AM	600AM	630AM	700AM	730AM	815AM
	Trip code	201	5	203	7	205	9
1	2	64	57	95	82	90	88
2	2	71	40	92	84	40	87
3	1	69	65	90	88	100	85
4	7	76	72	87	100	76	97
5	7	90	88	87	96	71	95
6	20	107	83	87	96	80	95
7	SUN						
8	0	57	37	84	80	55	23
9	2	73	60	82	88	83	90
10	0	71	68	94	70	66	88
11	2	62	62	87	88	79	88
12	4	19	35	15	68	11	71
13	4	74	30	85	54	81	73
14	SUN						
15	4	74	70	85	102	81	85
16	0	66	75	0	80	66	93
17	0	54	55	0	84	95	86
18	0	64	56	0	94	48	80
19	1	60	53	92	94	76	87
20	8	55	60	80	98	69	97
21	SUN						
22	2	57	65	95	100	67	80

7.

The argument that food trucks need very early delivery times on the Vineyard due to overall traffic congestion in the summer on the island seems much less relevant in September and October.

8.

I would like to repeat that the petitioners are not asking for the elimination of 5:30AM ferries from either Woods Hole or from Martha's Vineyard.

Arguments that concern strictly auto and passenger demands (for example, doctors' appointments) seem off topic as they relate to the petition from Falmouth residents.

The petitioners are calling for the elimination only of freight trucks on the 5:30AM ferry from Woods Hole.

9.

Could the SSA consider a compromise? Could the Steamship Authority eliminate the freight trucks on the 5:30AM ferry from Woods Hole during the period of September 9, 2020 to October 20, 2020?

I would note that that six-week period is when the 5:30AM ferry is loading, running, and arriving completely before sunrise.

Thank you for considering these comments together with the overall public comment concerning the September 9 hearing and petition from residents of Falmouth.

Sincerely,

A handwritten signature in blue ink that reads "Nathaniel S. Trumbull". The signature is written in a cursive style with a long horizontal stroke extending from the end of the name.

Nat Trumbull, 11 Church St., Woods Hole

[nat@teia.org](mailto:nat@teia.org), cell 508 540 0308

**From:** Nathaniel Trumbull <nat@teia.org>  
**Sent:** Tuesday, October 1, 2019 11:34 AM  
**To:** schedules; Steve Sayers; Robert Davis; Kathryn Wilson; Robert Munier; selectmen@falmouthmass.us  
**Subject:** Please include the attached newspaper publications in Steamship Authority's Section 15A report for 2020 Summer Schedules and 5:30AM freight trucks from Woods Hole Extra run, not early runs, needed - The Martha's Vineyard Times.pdf; The Vineyard Gazette - Martha's Vineyard News \_ Vineyard, Falmouth Take Sides Over Early Freight Boats.pdf; Woods Hole residents try to put brakes on morning freight - News - capecodtimes.com - Hyannis, MA.pdf; Steamship Authority To Hold Hearing On Schedule Changes \_ Falmouth News \_ capenews.net.pdf; Conversation And Compromise - Letter \_ Falmouth Opinion \_ capenews.net.pdf; Morning Freight Ferry Divides Steamship, Falmouth Residents \_ Falmouth News \_ capenews.net.pdf; The Island Has Outgrown Woods Hole - Letter \_ Falmouth Opinion \_ capenews.net.pdf; Meetings Resemble Game Show - Letter \_ Falmouth Opinion \_ capenews.net.pdf; No Simple Solution - Editorial \_ Falmouth Opinion \_ capenews.net.pdf; Don't roll over - The Martha's Vineyard Times.pdf; Solving The Ferryboat Conundrum - Letter \_ Falmouth Opinion \_ capenews.net.pdf; SSA's tradition of broken promises to W.H. - The Martha's Vineyard Times.pdf; LETTER\_ The Steamship Authority does not care about the residents of Woods Hole - Opinion - southcoasttoday.com - New Bedford, MA.pdf; Stand Up Against The Steamship Authority - Letter \_ Falmouth Opinion \_ capenews.net.pdf; The Vineyard Gazette - Martha's Vineyard News \_ Standing Up for Woods Hole.pdf

Sean and Steve,

Please include the attached fifteen (15) newspaper publications as submitted materials for the Steamship Authority's Section 15A report for 2020 Summer Schedules concerning the impact of SSA-related freight trucks in Falmouth and Woods Hole beginning at 4:45AM daily.

Thank you.

Best regards, Nat



## Extra run, not early runs, needed

September 18, 2019

To the Editor:

I attended the SSA hearing on the 5:30 am freight boat. Several truck drivers spoke about the need to deliver early, and the truck company owner(s) were present as well. Most obviously absent were the people, schools (in summer?), and hospitals that they say need the goods before 7 am. These people might have sent a written comment if, in fact, the early run is critical to them. I have no doubt an extra run or two is required to service the summer crowds on the Island. I suspect the real benefit is to the truckers, who can beat the traffic, and the truck company owners, who can get an extra "turn" on their equipment with a very early run.

Robert Morris  
Woods Hole



*Jeanna Shepard*

## Vineyard, Falmouth Take Sides Over Early Freight Boats

**Louisa Hufstader**    *Thursday, September 5, 2019 - 10:27am*

A petition signed by 50 Falmouth residents has forced the Steamship Authority to schedule a public hearing Monday afternoon on its proposed summer 2020 operating schedule, which includes a 5:30 a.m. freight boat from Woods Hole to Martha's Vineyard.

"We object to the scheduling of freight from Woods Hole prior to 6 a.m. due to the sleep deprivation caused by the early morning noise impact of Steamship Authority-related freight trucks on Falmouth and Woods Hole residents," the petition reads.

Under the state enabling act that brought the SSA into existence in 1960, the boat line is required to publish its proposed operating schedules in advance of approving them and to hold a hearing when at least 50 port town residents sign up to request it.

People living near the Woods Hole terminal and along Woods Hole Road have long complained about ferry-related truck traffic past their homes.

But while these Falmouth residents oppose the early-morning freight trip, selectmen in at least two Vineyard towns are lining up against the opposition. At recent meetings, Tisbury and Aquinnah selectmen both agreed to write the Steamship Authority in support of retaining the 5:30 a.m. Vineyard-bound freight boat next year.

Monday's hearing on the proposed summer, 2020 ferry schedule begins at 4 p.m. in the auditorium at Falmouth High School. The hearing notice, the petition and the proposed schedule are posted on the Steamship Authority website.

([https://www.steamshipauthority.com/writable/files/public\\_hearing\\_notice\\_for\\_website\\_-\\_2019.pdf](https://www.steamshipauthority.com/writable/files/public_hearing_notice_for_website_-_2019.pdf))

Boat line governors are expected to vote on the proposed schedule at their next regular meeting, set for Sept. 24 at the Nantucket Whaling Museum.

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## Woods Hole residents try to put brakes on morning freight

**By Christine Legere**

Posted Sep 11, 2019 at 6:37 AM

FALMOUTH — Speakers at a hearing Monday were divided on the proposed continuation of the 5:30 a.m. freight ferry that runs out of the Steamship Authority's Woods Hole terminal.

Truck drivers and an assortment of Vineyard public officials took to the microphone to lobby for that early morning freight run, which carries trucks from the Woods Hole terminal to Martha's Vineyard each day. Meanwhile, Woods Hole village residents protested, saying the trucks rattling through their neighborhoods were disruptive and dangerous.

The complaints weren't new, nor were the suggestions that large trucks with freight go out of New Bedford.

Monday's public hearing, held at Falmouth High School, drew about 70 people. It was prompted by a petition from 50 Falmouth residents who objected to "the scheduling of freight from Woods Hole prior to 6:00 AM due to sleep deprivation caused by early morning noise impact of Steamship Authority-related freight trucks."

The petition focuses on the proposed 2020 summer schedule, from May 15 to Oct. 20. Steven Sayers, the retired general counsel for the Steamship Authority who served as moderator Monday, noted the proposed schedule is essentially the same one used in 2018 and 2019.

Once the microphone being used for public comment was adjusted so the audience could hear, a task that took several minutes and caused considerable frustration, a handful of truck drivers stepped up to lobby for the early freight truck ferry.

“I would have a really hard time doing my job, serving hospitals and schools,” food service trucker Peter Francis said. “You can say it’s for selfish reasons, but I support it.”

Martha’s Vineyard truck owner Stephen Araujo pointed out that Woods Hole Road is not a country road, but rather a state road.

“As a truck driver, we try to be hospitable; we’re not trying to cause a ruckus,” Araujo said. “We’re just trying to do our job. The trouble I have with this is you’re messing with free trade.”

John Leite III, owner of JWL Transport, Inc. on Martha’s Vineyard, complained that the issue, and the suggestion that freight trucks leave from New Bedford, just keeps coming up.

“I think it’s a necessary evil,” Leite said of the early morning Woods Hole ferry.

On the other side, Woods Hole resident Martha Fitzelle voiced concern over freight trucks barreling down Woods Hole Road when children are there waiting for the bus in the morning.

“Do we want a tragedy?” she asked.

Becky Conners, who lives in Woods Hole and is general manager of the Sands of Time motel on Little Harbor, said she has to run air conditioners in her home all night to block out the noise of trucks passing at 4 in the morning. Patrons of the hotel even complain about the truck noise in their internet posts, she said.

“There’s a point where there has to be give and take,” Conners said. “We’re asking for a little give.”

Nat Trumbull, of Woods Hole, stressed the village doesn’t oppose the early ferry. Villagers oppose the early freight run.

Trumbull said a businessman who was present at the hearing but wished to stay anonymous for now has a model for freight service out of New Bedford. He asked that the Steamship Authority welcome such a venture.

Dan Smith, who lived in Woods Hole for 24 years and continues to work in the village, said, “The Vineyard derives almost all the benefit and Woods Hole receives almost all the hardship” from the early freight runs.

West Tisbury Selectman Jeff Kristal said at Monday’s hearing his board formally voted to endorse the proposed schedule and the continuation of the early morning freight ferry from Woods Hole.

Tisbury Selectman James Rogers also spoke in support of the early freight ferry from Woods Hole. He said moving ferry service for freight trucks to New Bedford could hurt Falmouth residents.

“Don’t forget how many people in Falmouth work for the Steamship Authority,” Rogers said.

One Woods Hole resident said the village and the Steamship Authority must stop “seeing each other as combatants” and instead work together.

“This is a village,” Jonathan Goldman said. “We try to work our problems out. We don’t push them on other people.”

Sayers urged those submitting comments on the proposal to do so quickly. Comments can be sent to [schedules@steamshipauthority.com](mailto:schedules@steamshipauthority.com), since the final draft likely will be voted on by the board next month.

— *Follow Christine Legere on Twitter: [@ChrisLegereCCT](https://twitter.com/ChrisLegereCCT).*

[https://www.capenews.net/falmouth/news/steamship-authority-to-hold-hearing-on-schedule-changes/article\\_a5760b99-7959-5b84-a707-9802d3b37f78.html](https://www.capenews.net/falmouth/news/steamship-authority-to-hold-hearing-on-schedule-changes/article_a5760b99-7959-5b84-a707-9802d3b37f78.html)

# Steamship Authority To Hold Hearing On Schedule Changes

By STEVEN WITHROW Sep 4, 2019

Home / Falmouth / Falmouth News



Drivers prepare to exit the ferry in Woods Hole.

GENE M. MARCHAND/ENTERPRISE

The Woods Hole, Martha's Vineyard and Nantucket Steamship Authority will conduct a public hearing on its proposed operating schedules for summer and fall 2020 on Monday, September 9, at the Falmouth High School auditorium.

The hearing begins at 4 PM.

The proposed operating schedules to be discussed are for the period between May 15, 2020, and January 3, 2021.

“The SSA will consider the testimony given at the public hearing when deciding whether to maintain the original proposed schedule changes or to make modifications thereto. It will also consider written testimony that is submitted regarding the proposed schedule changes,” the Steamship Authority wrote in its announcement.

The public can email testimony or comments to [schedules@steamshipauthority.com](mailto:schedules@steamshipauthority.com) or write to General Manager Robert B. Davis, Steamship Authority, 228 Palmer Avenue, Falmouth, MA 02540.

According to the Steamship Authority’s website, the proposed operating schedule from May 15 to June 16 would start on the same day and end three days earlier than in 2019. The M/V Governor would be triple crewed and operate up to seven round trips per day starting at 5:30 AM departing from Woods Hole. The M/V Island Home would be triple crewed and operate seven round trips per day, and the M/V Martha’s Vineyard would operate seven round trips daily. The M/V Nantucket might operate in place of the M/V Martha’s Vineyard and the M/V Island Home from May 15 to May 20 and May 27 to June 16 while the M/V Martha’s Vineyard and the M/V Island Home go into repair. The M/V Woods Hole will be triple crewed and operate up to seven round trips per day starting at 5:30 AM departing Vineyard Haven.

The schedule from June 17 to September 8 would start three days earlier and end the same day as in 2019. The M/V Island Home and the M/V Martha’s Vineyard would both be triple crewed and operate seven trips per day and the M/V Governor, and the M/V Nantucket would both be triple crewed and operate up to seven round trips per day. The M/V Sankaty would be single crewed and operate three round trips per day with an optional fourth round trip, Monday through Friday.

The schedule from September 9 to October 20 would start on the same day and end three days earlier than in 2019. The M/V Governor, M/V Katama, M/V Island Home and M/V Nantucket are scheduled to operate on this route.

The schedule from October 21 to January 3 would be similar to the 2019 operating schedule, except they would start three days earlier and would end on the same day. The M/V Martha’s Vineyard and M/V Island Home would be triple crewed and operate seven round trips per day, and the M/V Katama would be triple crewed and operate up to seven round trips per day.



Operating vessels are subject to change and during peak travel periods unscheduled trips may be added to meet traffic demands for the entire 2020 operating schedule, the Steamship Authority wrote.

Additional information about the proposed schedules can be found in the “About/News” page at [www.steamshipauthority.com](http://www.steamshipauthority.com).

[https://www.capenews.net/falmouth/opinion/conversation-and-compromise---letter/article\\_f280be8b-976a-5416-b793-f226ed993f09.html](https://www.capenews.net/falmouth/opinion/conversation-and-compromise---letter/article_f280be8b-976a-5416-b793-f226ed993f09.html)

## Conversation And Compromise - Letter

Sep 20, 2019

Home / Falmouth / Falmouth Opinion

In reading articles and comments in several local papers regarding early morning freight trucks, I am saddened to see the negative discourse and people pitted against people.

Yes, we have a problem! A problem that, if solved too expediently, will leave people on both sides of the argument deeply disenfranchised and at war with each other for decades. Or we have a problem that could call on us to use our best thinking and in doing so could strengthen bonds between communities, organizations and people.

I have lived on Woods Hole Road for over 25 years and some of the early morning trucks, in a word, suck. They are poorly operated and poorly maintained. They shake the front wall of my house and make it impossible to sleep. They arrive early and since they are banned from the Steamship terminal, they illegally park in the turnout that says "no parking" near FR Lillie Road until they can barrel down to the docks. Yet other trucks, properly maintained and skillfully operated, move down the road with a reasonable level of noise and allow a reasonable person to sleep.

And yes, some on the Vineyard are all about growth and commerce without regard to externalities. Bring on more people, bring one more supply; commerce full steam(ship) ahead. Their mantra appears to be, we need our stuff at all costs. As long as their costs are low.

And, of course, if I owned a transport company and did not have to deal with the externalities created by my trucks, why would I care? Heck, fuel prices are up, logistics are challenging, and drivers are hard to find. Who cares about some people living on Woods Hole Road? I just need to make a living.

Unless people are willing to stand down and work together, this fight is going to get worse and end up poorly. People on all sides of the argument have recourse. Some recourse will take longer than others to implement. But in the end, I am quite sure we can make life difficult for all while we lose our most precious asset. We will lose any sense of community.

Some will argue that in this day and age the idea of community is quickly disappearing, if not gone. And I guess this issue of early morning freight is testing that very question. My hope is that the people most able to lead the conversation and help us find a compromise will begin to do their jobs as true stewards. I am of course referring to the Steamship board. Please do not hide behind the imperfect language of the Enabling Act. The Steamship Authority affects lives and commerce in several communities. Wouldn't it be refreshing if we could have an honest dialogue and work toward compromise? In the world of compromise there are no winners and no losers. There are balanced outcomes where we all give and take. Continuing to increase the size and frequency of trucks rolling through Woods Hole in the early morning hours smacks of a lack of compromise. I sure hope we can do better....Time is running out and history will judge the leadership of Steamship by their ability to find compromise.

Stephen Laster

Woods Hole Road

Falmouth

[https://www.capenews.net/falmouth/news/morning-freight-ferry-divides-steamship-falmouth-residents/article\\_ecc23f74-fb72-5af5-8a37-7922318de734.html](https://www.capenews.net/falmouth/news/morning-freight-ferry-divides-steamship-falmouth-residents/article_ecc23f74-fb72-5af5-8a37-7922318de734.html)

## Morning Freight Ferry Divides Steamship, Falmouth Residents

By STEVEN WITHROW Sep 13, 2019

Home / Falmouth / Falmouth News



Becky Connors, general manager of the Sands Of Time Inn in Woods Hole, speaks at a Steamship Authority open meeting at Falmouth High School. Ms. Connors addressed the early morning noise from tractor-trailers passing her residence near the inn as they head to the ferry.

GENE M. MARCHAND/ENTERPRISE

About 100 people attended a meeting Monday, September 9, at Falmouth High School to discuss the Steamship Authority's schedule for next year, many of whom were critical of an early morning boat.

At issue was the 5:30 AM freight ferry out of the Woods Hole terminal. The meeting, which began with problems with the microphones, lasted nearly two hours and was at times heated and contentious.

It was held in response to a petition Nathaniel S. Trumbull of Woods Hole submitted last month to Steamship Authority general manager Robert B. Davis, with signatures from 50 Falmouth residents.

“We object to the scheduling of freight from Woods Hole prior to 6 AM due to the sleep deprivation caused by the early morning noise impact of Steamship Authority-related freight trucks on Falmouth and Woods Hole residents,” Mr. Trumbull wrote.

The proposed 2020 summer schedule would operate from May 15 through October 20, ending three days earlier than in 2019.

“It essentially would be the same summer schedule as we are running this year and also ran last year. We are again proposing to run the 5:30 AM freight trip from Woods Hole with the M/V Governor in that time period,” said Steamship Authority general counsel Steven M. Sayers, who moderated the hearing.

The 5:30 AM trip has run since 2012, but only during the summer months since 2017.

The hearing had more than 20 commenters from Falmouth and Martha’s Vineyard. Their various concerns included safeguarding the supply chain of food, fuel and other goods to island residents and businesses; addressing traffic and noise complaints due to braking trucks on Woods Hole Road; and diversifying the routes for transporting freight to Martha’s Vineyard via New Bedford.

The Steamship Authority made no decisions during the hearing and would take all written and spoken testimony under advisement. Based on public feedback, authority staff will draft a report recommending that the authority maintain its proposed schedules or make modifications to them. The authority’s board of governors and port council will review the draft report during their meetings next month, Mr. Sayers said.

Kathryn Wilson is Falmouth’s representative to the board, and Robert S.C. Munier is Falmouth’s representative to the port council.

Mr. Sayers said that the authority has requested that freight shippers participate in its bulk freight reservation program to request reservations on the 5:30 AM freight trip from Woods Hole and that their truck drivers not exceed the speed limit on any road in Falmouth or 35 miles per hour, whichever is lower, to reduce noise.

“We’re not allowing trucks to arrive at the terminal earlier than necessary to be processed and loaded onto ferries,” Mr. Sayers said, adding that a new operational procedure last year limited the size of the trucks that can travel on the ferries.

The authority must also consider the safety of passengers when transporting hazardous materials such as propane and gasoline to the island, he said.

The first five commenters, all owners or employees of companies that service Martha’s Vineyard, said they supported the proposed schedule.

“Without the early boat, I would have a really hard time to continue to do my job servicing Martha’s Vineyard, the hospitals and the schools,” said Peter Francis, who works for a food service company that uses the 5:30 AM boat each day, with as many as 16 trucks a week during the summer.

Brian Hughes, who works for a fuel provider, said his company sends about three trucks a day to fuel gas stations on the island.

“The reason we go over early is for as little disruption on the island as possible. The streets on Martha’s Vineyard are not made for our 53-foot trucks. Those local communities need the services we provide. The earlier we can get in and out, the safer it will be for the people who live there,” he said.

John W. Leite III, manager of JWL Transport in Oak Bluffs, said his company has been traveling on the ferries since 1953 and called the early boat a “necessary evil.”

“We have the same issue with trucks on the Vineyard. People just know that we need that to be able to survive over there as a community,” he said. “As badly as I feel for you all, I think there’s things that could be done perhaps you haven’t thought of yet or maybe you don’t want to do, and maybe it’s easier to ask the Steamship Authority to make concessions, but it would be a real hardship for us, financially and otherwise, if we were to lose those trips. In my opinion, I don’t think we have enough trips as it is. I think we could use a few more.”

Woods Hole residents Albert and Margaret Fitzelle spoke next, with Mr. Fitzelle calling the discussion between the authority and the Town of Falmouth “malarkey, insincere or foolish talk.”

The Steamship Authority has ignored the Falmouth Board of Selectmen's criticism of the early boats, he said, adding that the authority's board has "failed to plan properly for the future" because of the dangers of "jamming this much traffic down a two-lane road."

Ms. Fitzelle called the number of fuel trucks on Woods Hole Road "a potential tragedy" and asked that the authority consider New Bedford as an alternative port.

James J. Rogers, a Tisbury selectman, said that, while he sympathized with Woods Hole residents, he did not see shipping freight from New Bedford as a reliable or profitable option.

"New Bedford is not even close to being reasonable. Buzzards Bay is pretty treacherous, and we would have more canceled trips if we went to New Bedford. It was tried for many years, and it didn't work. You can wish that all you want," he said, noting that Falmouth would lose jobs if the Authority moved shipping to New Bedford.

Mr. Rogers also referred to the state's enabling act that requires the authority to provide services to Martha's Vineyard and Nantucket.

"Don't forget that the Steamship Authority is responsible to make ends meet. If not, then the member towns, including Falmouth, are going to have to pick up that debt. If they go into debt from the service out of New Bedford, you'll be paying for some of that as well," he said.

Judith Laster, a member of the Woods Hole business and community associations, reminded the board that she had requested, at a public hearing on the Woods Hole terminal in June, that the authority develop a strategic plan with a community impact statement to guide its decision-making.

"We in Woods Hole are not against truck drivers, we're not against the people on Martha's Vineyard, but we also don't have to suck it up and take it. We live there, we also work there, and there has to be a way to come to a solution that is reasonable and that takes into account community impact."

She suggested that the authority meet with the Massachusetts Department of Transportation and Falmouth selectmen "to look at overall traffic in a normal planning fashion."

Becky Connors, manager of the Sands of Time Motor Inn & Harbor House on Woods Hole Road, said the trucks' noise affects both her family life and her business.

“I’ve received complaints from customers about the noise, and I have to run air conditioners to block the downshifting of trucks on Woods Hole Road,” she said.

Woods Hole resident Daniel Smith said that Falmouth residents are expected to facilitate the increased traffic when “Martha’s Vineyard derives all the benefit and Woods Hole derives all the hardship.”

Mr. Trumbull, who organized the petition, said he is concerned about what he called a 4 percent annual growth in freight traffic between Woods Hole and Vineyard Haven.

He read the statement of an unidentified guest, an autonomous alternative supplier who might help diversify freight routes through New Bedford.

Mr. Sayers said the authority’s management and board would be open to talking about other proposals.

Rounding out the comments were statements from two Martha’s Vineyard Public officials—Tisbury selectman Jeffrey Kristal and Dukes County commissioner Leon A. Brathwaite—both of whom opposed changes to the proposed schedule and said the 5:30 AM boats are critical for island residents and businesses.

The public can email testimony or comments to [schedules@steamshipauthority.com](mailto:schedules@steamshipauthority.com) and read the full schedules and reports, including the authority’s 2016 plan for New Bedford, at [www.steamshipauthority.com](http://www.steamshipauthority.com).



[https://www.capenews.net/falmouth/opinion/the-island-has-outgrown-woods-hole---letter/article\\_7cd4740a-aaac-5de3-8e28-ed122b0d65d9.html](https://www.capenews.net/falmouth/opinion/the-island-has-outgrown-woods-hole---letter/article_7cd4740a-aaac-5de3-8e28-ed122b0d65d9.html)

## The Island Has Outgrown Woods Hole - Letter

Sep 20, 2019

Home / Falmouth / Falmouth Opinion

Your September 13 story about the meeting between the Steamship Authority and local residents reveals bureaucratic inertia in the face of changing times. The Authority is like Mr. Magoo, who stumbles in this twilight. The authority prefers the past, no matter how uncomfortable, to changing with the times. Martha's Vineyard has outgrown Woods Hole. The Vineyard has gained too many residents who enjoy its isolation. It needs a different harbor. It needs a rail head and superhighway access.

There are no superhighways on Martha's Vineyard. Truckers say 53-foot-long trucks don't fit, so we prefer to drive them in the morning before Vineyard residents wake up. The Vineyarders like their isolation. To awake to bird song, not engine noise, is their pleasure. They endure waits in line to enter and leave the island.

There are no superhighways in Falmouth. We have wagon tracks that have been paved and paved again and paved on top of pavement to accept ever-heavier loads, but two-lane cart tracks are not superhighways. Watson's Corner is a special place for many of us. We see 53-foot-long trucks stopping traffic, jamming the entire limit of the roadway to make the turn. That jam is a grand show for the pedestrian, but a wait for the motorist. Traffic waiting is increased by Falmouth residents who wish to turn, right or left, on our two-lane roads.

There is talk of building a new bridge over the canal. One may view the massive construction in Woods Hole. Nevertheless, no matter how broad the bridge, how elaborate the harbor, only an ancient cart track is used to transport goods. So like a giant sloth with an increasing appetite and a need to evacuate the remains, Martha's Vineyard must contend with a constipation that cannot be relieved through that narrow artery that is Woods Hole Road. Their wait becomes our wait and our wait is mindless, as New Bedford harbor is waiting for the Vineyard to match its growth of its increasing needs.

Philip M. Williams

Elm Road

Falmouth

[https://www.capenews.net/falmouth/opinion/meetings-resemble-game-show---letter/article\\_2a361538-5e3d-5f14-bcc1-8eb3ae8895a5.html](https://www.capenews.net/falmouth/opinion/meetings-resemble-game-show---letter/article_2a361538-5e3d-5f14-bcc1-8eb3ae8895a5.html)

## Meetings Resemble Game Show - Letter

Sep 20, 2019

Home / Falmouth / Falmouth Opinion

Last year, drawn in by the HMS report and later by the proposed monstrous terminal building in Woods Hole, I started attending the all-too-regular presentations by the Steamship Authority. I've come to realize these presentations are just like a game show that I'll call "We Are Listening."

The latest episode, in the Falmouth High School auditorium, was to discuss the "need" for a 5:30 AM freight boat from Woods Hole to the Vineyard. Steve Sayers, the veteran MC/host, was brought out of retirement and kicked things off by introducing a stream of truck drivers—that's right, truck drivers—who tried to explain why their deliveries cannot wait an hour or two.

It would have been more convincing if at least one of the receivers of the goods had come to the meeting—or even sent a note—to explain why these goods that they didn't identify are so valuable, critical or perishable that they cannot be delivered at 7 AM instead of 6 AM.

I conclude it's the truck drivers and trucking companies who testified that are inconvenienced, not the Vineyard businesses, who didn't deem it important enough to even send a comment.

So without verifying a need beyond the convenience of the truckers it feels like the channel is switched to another replay of "Family Feud"—after all, many families from Falmouth have married Vineyard families and vice versa and why wait for Thanksgiving to press each other's hot buttons?

Vineyarder: Falmouth people are trying to cut off our lifeline!

Falmouthite: We just don't want trucks running through our neighborhoods at 4:30 to 5 AM without an established need—beyond convenience of truckers.

This emotional discussion casts a shadow over any potential rationality, to the delight of some in the room.

Switch channel back to "We Are Listening."

M/C Sayers: The SSA will gather public comment and make an informed decision before next season.

Final Question: Will the convenience of a few truckers who want to beat the traffic or of their owners who want to get one more daily trip for their rigs, win over scores of Falmouth neighbors getting a night's sleep?

Anyone care to predict the outcome?

Robert J. Morris

Quissett Avenue

Woods Hole

[https://www.capenews.net/falmouth/opinion/no-simple-solution---editorial/article\\_7a28e635-232a-5675-bdee-4265bed5f3b3.html](https://www.capenews.net/falmouth/opinion/no-simple-solution---editorial/article_7a28e635-232a-5675-bdee-4265bed5f3b3.html)

## No Simple Solution - Editorial

Sep 20, 2019

Home / Falmouth / Falmouth Opinion

Woods Hole residents once again turned out in large numbers at the Steamship Authority's meeting at Falmouth High School last week to object, among other things, to the early freight boat trips to the island. They can hardly be blamed. The first boat leaves at 5:30 AM, but the noise starts earlier as trucks drive down Woods Hole Road and back up at the terminal with backup alarms beeping loudly. It is not reasonable to ask the residents to put up with that noise so early in the morning. It would be unreasonable if the boats left an hour later.

But what is the authority to do? There is equal pressure from the island to get freight moving as early as possible. The island's infrastructure and perennial traffic problems make travel at civilized hours very difficult. As one trucker put it last week: "The streets on Martha's Vineyard are not made for our 53-foot trucks."

That is indeed a problem, but it shouldn't be a problem for the residents of Woods Hole.

The obvious solution is to route freight through New Bedford. No one on the island that we know of is in favor of that; goods on the island are already more expensive, and no one wants the cost of living to edge even higher.

Another solution might reside in infrastructure improvements on the island. But that is not likely to happen. Islanders are steadfast in their resistance to changing that. Plans for a roundabout on the Edgartown-Vineyard Haven Road created a firestorm that made the reaction to a proposed needle exchange in East Falmouth look like business as usual. The vitriol in the argument was astounding.

A number of years ago in a referendum vote, a majority in all five towns registered their preference for fewer cars on the island. Nothing came of it.

The Steamship Authority should be lauded for holding a number of public meetings over the past months, but there is only so much the authority can do. The Vineyard representative, despite holding 35 percent of the vote, is likely not eager to push for change either way, given the strong and conflicting feelings of islanders.

Meanwhile, a number of residents of Woods Hole have to put up with noise in the early hours of the morning. It would be good if island residents could feel a little of that pain.

## Don't roll over

September 18, 2019

The recent [public hearing on the 2020 freight schedule for the Steamship Authority](#) was a bit of an exercise in futility. It did little to inform next month's vote by the SSA board, which will consider whether to continue 5:30 am freight service to and from Vineyard Haven during the busy summer months.

The SSA has already made concessions. The SSA has eliminated the early morning ferries in spring and fall. They've reduced the size of trucks allowed on those first ferries. And they've asked their early morning customers not to arrive more than a half-hour before the scheduled departure.

Still, they get complaints, even though the terminal is at the end of a state highway where there should be an expectation of commercial traffic at all hours.

It's hard to believe that some of this year's pushback isn't left over from the controversial terminal project in Woods Hole. Residents of Woods Hole village don't like the design that the SSA came up with for the new terminal, and they don't like the answers they've gotten about making the terminal smaller, or moving it to make sure it doesn't block the view of Little Harbor from Crane Street bridge. (The SSA has essentially said any design will block the view, because of where the building has to be situated and regulations that require it be built 17 feet above flood level.)

So this year when the SSA published its proposed 2020 schedule, a requirement of the legislation known as the Enabling Act, 50 Woods Hole residents signed a petition to force the public hearing about the schedule.

We heard some of these complaints before. Trucks are too loud, they use so-called Jake braking (a compression system that mimics the sound of a gunshot), and the trucks speed down Woods Hole Road. One West Falmouth resident went so far as to blame the SSA for traffic she hears from Route 28, as if the only trucks coming early to Cape Cod are headed to Woods Hole. Falmouth has lots of other businesses that receive early morning deliveries, for the very same reason that trucks want to get to Martha's Vineyard early — they want to avoid heavy congestion on roads not built to handle the flow of traffic.

It's interesting that there is a 5:30 am ferry from Vineyard Haven, too, a terminal property closer to residential homes than the Woods Hole terminal, and we hear no complaints from Island residents about that.

It's also interesting that Woods Hole residents are quick to suggest pushing the problem to another community — in this case, New Bedford. Throughout last week's hearing, New Bedford was brought up repeatedly as a solution. Lost in those comments is the need for infrastructure in New Bedford, and the cost that shipments from New Bedford would add to goods and services for Vineyarders, because of the length of the ferry runs that would be required.

But even if New Bedford were an option, no one stepped forward when the SSA revived the idea of a freight service in 2017. Nat Trumbull, the Woods Hole resident who organized the petition drive that prompted the public hearing, told the SSA board there was a mystery man in the audience, whom he did not identify, who was exploring the idea of providing the service. But we heard no firm ideas about this man's proposal, and there were certainly no specifics about how much it would cost. Approached by a reporter, the man declined to give his name. That hardly gives us confidence that a legitimate proposal is coming any time soon, and isn't something the board can or should consider until there is a concrete proposal.

For now, the SSA has to make a difficult choice. They can continue to upset Woods Hole residents, or they can disappoint the companies trying to supply the Island and Islanders trying to get off the Vineyard early for work or medical appointments. The SSA should adopt what the NFL uses in overturning calls using instant replay. There must be "indisputable" evidence. In the case of the ferry schedule, there are only anecdotes from Woods Hole residents.

The SSA should keep the schedule as is, and continue to work with freight customers to be mindful of the residential neighborhoods they pass through. Put up signs on the SSA property to remind truck drivers about the rules for early morning ferries, and employ someone — perhaps a detail officer, as one commenter suggested — to enforce those rules.

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[https://www.capenews.net/falmouth/opinion/solving-the-ferryboat-conundrum---letter/article\\_eb9594de-b5c9-5367-bc11-36f813e00e89.html](https://www.capenews.net/falmouth/opinion/solving-the-ferryboat-conundrum---letter/article_eb9594de-b5c9-5367-bc11-36f813e00e89.html)

## Solving The Ferryboat Conundrum - Letter

Sep 23, 2019

Home / Falmouth / Falmouth Opinion

Clearly there is a growing problem with the ferry traffic that has strained the capacity of the roadways and frayed the nerves of those nearby. Continuing to do what we have been doing is not a solution.

Let's start with what we can all agree on: that there are too many trucks too early in the morning and too many cars the rest of the day. On the Vineyard end, these trucks have to get there earlier and earlier because of traffic gridlock because of...too many cars.

Why can't the Vineyard leaders agree that too many cars is not good for the island? The constant gridlock in the summer months makes even easy tasks miserable. The solution? Have less room for cars on ferries, so less get to the island. Uber and Lyft would give people transportation and provide much-needed work for islanders.

What about the trucks? We seem to think that New Bedford is on the other side of the world. The extra 15 miles of that trip compared to the eight miles of the trip from Woods Hole to Vineyard Haven will not exponentially increase the cost of food on the Vineyard. If the first trips to Martha's Vineyard left New Bedford at 5 and Woods Hole at 8, truckers would make a logical choice.

So the Vineyard gets traffic relief and employment for locals. Falmouth gets traffic relief and some sleep. The Steamship Authority gets better PR, and has to run less boats and makes money from more parking.

Seems like some creative thinking could help everyone.

Thomas J. Sbarra

Elm Road

## Falmouth

## SSA's tradition of broken promises to W.H.

September 24, 2019

To the Editor:

The editorial writer of the Martha's Vineyard Times of Sept. 18 has this completely wrong. The SSA has been encroaching on Woods Hole since 1960. I've watched the whole thing from the beginning. I can't believe you call the Woods Hole Road the end of a state highway. It's not a highway, it's a dead-end, two-lane road that's been transformed by power politics into an overloaded service highway.

I remember when they first widened the Woods Hole Road, and the SSA promised it wouldn't be used for parking, but was immediately used for just that. People parked their cars on the side of that road past Church Street. Later, the SSA said they said they would never use the old train tracks for parking, but of course they broke that pledge too. They told Woods Hole people twice that the third slip in Woods Hole and the second slip in Vineyard Haven would only be used for repairs and docking. Fat chance, indeed; when Vineyarders rejected the second slip plan they had proposed, the SSA leaned on state legislators for whom they do favors and curry union support to pass legislation exempting the boatline from Vineyard oversight. They promised they wouldn't increase boat traffic, but they have. There is a long, shabby history of SSA lies to Woods Hole and Vineyard Haven people. People on both sides of Vineyard Sound know it.

You mention the terminal, and make it sound as if Woods Hole residents are being silly or petty to want to keep what remains of the view. The huge terminal doesn't even come close to fitting, and it is unnecessary and ridiculous. There are several options they have to not obliterate the view. They say they are bound by regulations, but they could actually move the building and make it smaller.

Woods Hole should scream loud and long on this issue of the early boats and trucks. You say it's interesting that Vineyarders aren't complaining. We are not the ones who hear them thunder down the road before sunrise. The trucks are moving much faster there than they are when they crawl through Vineyard Haven.

The SSA has no interest in Woods Hole, but it knows that every dollar it sinks into the Woods Hole terminal is an anchor that will reinforce its meritless argument that other ports, coordination in regional transport planning, and a reimagined modern fleet of vessels might create a future that respects the wishes of nearby residents and serve the traveling public better. So Islanders should pay attention. It's in the interest of both Woods Hole and the Vineyard to support one another in an effort to protect what remains of these once remarkable places.

Molly Meigs Cabral  
Vineyard Haven



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Opinion

## LETTER: The Steamship Authority does not care about the residents of Woods Hole

**By Molly Meigs Cabral**

Posted Sep 26, 2019 at 2:16 PM

*The Standard-Times verifies and reviews all letters to the editor we receive. The letters represent the views of the letter writers, not those of The Standard-Times.*

The Steamship Authority has been encroaching on and abusing Woods Hole since 1960. I've watched the whole thing from the beginning.

Recently the Woods Hole Road was called a state highway. It's not a highway. It's a dead end, two-lane road that has been transformed by power politics into an overloaded service road, and the neighbors be damned.

I remember when they first widened the Woods Hole Road, and the SSA promised it would not be used for parking but it was immediately used for just that. People parked their cars on the side of that road past Church Street. Later, the SSA said it would never use the old train tracks for parking, but of course they broke that pledge too. They told Woods Hole people twice that the third slip in Woods Hole and the second slip in Vineyard Haven would only be used for repairs, winter layup, and emergencies. Fat chance. Indeed, when Vineyarders rejected the second slip plan the SSA had proposed, the SSA leaned on state legislators for whom they do favors to support legislation that exempted the boat line from Vineyard oversight. They promised they would not increase boat traffic, but they have. There is a long, shabby history of SSA misrepresentations to Woods Hole and Vineyard people. People on both sides of Vineyard Sound know it.

Some people may think that Woods Hole residents are silly or petty to want to keep what remains of the view over the terminal. The huge terminal the ferry line is developing does not begin to fit. It is the latest installment of a decades long mistake, in which SSA management and the feckless members who ought

to represent the interests of the several towns are complicit. So the SSA expands, auto traffic expands, and fresh thinking is sidelined. Of course there are several ways to not obliterate the view, to move the building and make it smaller. But SSA planners say they are bound by regulations, and the members pipe down,

Woods Hole should scream loudly and long on this issue of the early boats and trucks. We are not the ones who hear the trucks thunder down the road before sunrise. The trucks are moving much faster there than they are when they crawl through Vineyard Haven or other Vineyard towns.

The SSA has no interest in Woods Hole, but it knows that every dollar it sinks into the Woods Hole terminal is an anchor that will reinforce its meritless argument that other ports, coordination in regional transport planning, or a re-imagined modern fleet of vessels might create a future that respects the wishes of nearby residents and serves the traveling public better.

So islanders and Falmouth residents should pay attention. It is in the interests of both Woods Hole and the Vineyard to support one another in an effort to protect what remains of these once remarkable and unusual places.

*Molly Meigs Cabral lives in Vineyard Haven, MA.*

[https://www.capenews.net/falmouth/opinion/stand-up-against-the-steamship-authority---letter/article\\_e02708fe-1224-52f4-b469-43e29b210709.html](https://www.capenews.net/falmouth/opinion/stand-up-against-the-steamship-authority---letter/article_e02708fe-1224-52f4-b469-43e29b210709.html)

## Stand Up Against The Steamship Authority - Letter

Sep 27, 2019

Home / Falmouth / Falmouth Opinion

The Steamship Authority has been encroaching on and abusing Woods Hole since 1960. I've watched the whole thing from the beginning. Some have described Woods Hole Road as the end of a state highway. Of course, it's not a highway. It's a dead-end, two-lane road that has been transformed by power politics into an overloaded service road, and the neighbors be damned.

I remember when they first widened Woods Hole Road, and the SSA promised it would not be used for parking but was immediately used for just that. People parked their cars on the side of that road past Church Street. Later, the SSA said it would never use the old train tracks for parking, but of course they broke that pledge, too. They told Woods Hole people twice that the third slip in Woods Hole and the second slip in Vineyard Haven would only be used for repairs, winter layup and emergencies. Fat chance. Indeed, when Vineyarders rejected the second slip plan the SSA had proposed, the SSA leaned on state legislators for whom they do favors to support legislation that exempted the boatline from Vineyard oversight. They promised they would not increase boat traffic, but they have. There is a long, shabby history of SSA lies to Woods Hole and Vineyard people. People on both sides of Vineyard Sound know it.

Some people may think Woods Hole residents are silly or petty to want to keep what remains of the view over the terminal. The huge terminal the ferry line is developing does not begin to fit. It is the latest installment of a decades-long mistake in which SSA management and the feckless members who ought to represent the interests of the several towns are complicit. So the SSA expands, auto traffic expands, and fresh thinking is sidelined. Of course, there are several ways to not obliterate the view, to move the building and make it smaller. But SSA planners say they are bound by regulations, and the members pipe down.

Woods Hole should scream loudly and long on this issue of the early boats and trucks. Why aren't the Vineyarders complaining? Because we are not the ones who hear the trucks thunder down the road before sunrise. The trucks are moving much faster there than they are when they crawl through

Vineyard Haven or other Vineyard towns. As you said in your editorial, “It isn’t reasonable to ask the residents to put up with that noise so early in the morning.” And “That is indeed a problem, but it shouldn’t be a problem for the residents of Woods Hole.”

The SSA has no interest in Woods Hole, but it knows that every dollar it sinks into the Woods Hole terminal is an anchor that will reinforce its meritless argument that other ports, coordination in regional transport planning, or a reimagined modern fleet of vessels might create a future that respects the wishes of nearby residents and serves the traveling public better. So islanders and Falmouth residents should pay attention. It is in the interests of both Woods Hole and the Vineyard to support one another in an effort to protect what remains of these once-remarkable and unusual places.

Molly Meigs Cabral

Sandpiper Lane

Vineyard Haven



# Standing Up for Woods Hole

*Thursday, September 26, 2019 - 1:37pm*

The SSA has been encroaching on and abusing Woods Hole since 1960. I've watched the whole thing from the beginning. Recently the Woods Hole Road was referred to as a state highway. It's not a highway. It's a dead end, two-lane road that has been transformed by power politics into an overloaded service road, and the neighbors be damned. I remember when they first widened the Woods Hole Road, and the SSA promised it would not be used for parking but was immediately used for just that. People parked their cars on the side of the road past Church street. Later, the SSA said it would never use the old train tracks for parking, but of course they broke that pledge too. They told Woods Hole people twice that the third slip in Woods Hole and the second slip in Vineyard Haven would only be used for repairs, winter layup, and emergencies. Fat chance. Indeed, when Vineyarders rejected the second slip plan the SSA had proposed, the SSA leaned on state legislators for whom they do favors to support legislation that exempted the boat line from Vineyard oversight. They promised they would not increase boat traffic, but they have. There is a long, shabby history of SSA lies to Woods Hole and Vineyard people. People on both sides of Vineyard Sound know it.

Some people may think that Woods Hole residents are silly or petty to want to keep what remains of the view over the terminal. The huge terminal the ferry line is developing does not begin to fit. It is the latest installment of a decades long mistake, in which SSA management and the feckless members who ought to represent the interests of the several towns are complicit. So the SSA expands, auto traffic expands, and fresh thinking is sidelined. Of course there are several ways to not obliterate the view, to move the building and make it smaller. But SSA planners say they are bound by regulations, and the members pipe down,

Woods Hole should scream loudly and long on this issue of the early boats and trucks. We are not the ones who hear the trucks thunder down the road before sunrise. The trucks are moving much faster there than they are when they crawl through Vineyard Haven or other Vineyard towns.

The SSA has no interest in Woods Hole, but it knows that every dollar it sinks into the Woods Hole terminal is an anchor that will reinforce its meritless argument that other ports, coordination in regional transport planning, or a reimagined modern fleet of vessels might create a future that respects the wishes of nearby residents and serves the traveling public better. So Islanders and Falmouth residents should pay attention. It is in the interests of both Woods Hole and the Vineyard to support one another in an effort to protect what remains of these once remarkable and unusual places.

Molly Cabral

Vineyard Haven

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## Sean Driscoll

---

**From:** Sean Driscoll  
**Sent:** Wednesday, September 11, 2019 9:57 PM  
**To:** schedules  
**Subject:** Fwd: Contact Submission from SteamshipAuthority.com

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----- Forwarded message -----

**From:** "noreply@steamshipauthority.com" <[noreply@steamshipauthority.com](mailto:noreply@steamshipauthority.com)>  
**Date:** Wed, Sep 11, 2019 at 9:26 PM -0400  
**Subject:** Contact Submission from SteamshipAuthority.com  
**To:** "Sean Driscoll" <[sdriscoll@steamshipauthority.com](mailto:sdriscoll@steamshipauthority.com)>

**From:** Jane Vose (jfvose@yahoo.com)

**Phone:**

**Subject:** Summer Schedule 2020

**Comment:**

I oppose the early morning boat.

Also your growth is not sustainable. We need a better regional master plan for the entire region.

## Steve Sayers

---

**From:** Steve Sayers  
**Sent:** Friday, October 4, 2019 2:21 PM  
**To:** Steve Sayers  
**Subject:** FW: I have strong objections to 5:30 boat

---

**From:** Jane Vose <[jfvoose@yahoo.com](mailto:jfvoose@yahoo.com)>  
**Sent:** Friday, October 4, 2019 1:45 PM  
**To:** schedules <[schedules@steamshipauthority.com](mailto:schedules@steamshipauthority.com)>  
**Subject:** I have strong objections to 5:30 boat

and the 4% annual growth of SSA traffic. Think NB.  
Thank you

**Sean Driscoll**

---

**From:** Valerie Walbek <vwalbek@gmail.com>  
**Sent:** Tuesday, September 10, 2019 9:36 PM  
**To:** schedules  
**Subject:** Frieght traffic

I was unable to attend the hearing earlier this week at Falmouth High school.

Nonetheless, I want you to know that I oppose the early morning (5:30am) freight ferry from Woods Hole. As a Woods Hole villager, I find the number of large trucks speeding down our Woods Hole Road to be both a danger and a nuisance. Woods Hole Road is not a highway. It is a small road lined with houses. I am dismayed that I can't let my kids walk to visit their friends who live on the other side of Woods Hole Road because of the ridiculous amount of large truck traffic. Please find another solution to get freight to the Vineyard that doesn't cram it all through our small village! To have this kind of loud and disruptive traffic begin before dawn feels like adding insult to injury. Those trucks whizzing past houses where people are trying to sleep is offensive. I oppose the 5:30am ferry and furthermore, I urge you to consider New Bedford or another port with more capacity for freight traffic. Our little village can't take any more!

Thank you for your consideration.

Valerie Walbek  
Woods Hole

## Sean Driscoll

---

**From:** Sean Driscoll  
**Sent:** Tuesday, September 10, 2019 1:12 PM  
**To:** schedules  
**Subject:** FW: SSA Trucks

**From:** Chris Warner <chriswarnerarch@gmail.com>  
**Sent:** Tuesday, September 10, 2019 1:11 PM  
**To:** Steve Sayers <ssayers@steamshipauthority.com>; Sean Driscoll <sdriscoll@steamshipauthority.com>  
**Subject:** SSA Trucks

Hi,  
Please make every effort to reduce the amount of freight and vehicular traffic to Martha's Vineyard through Falmouth and Woods Hole. Our road infrastructure is already overburdened. Back roads such as Quisset Ave. and Oyster Pond Rd. use has increased too. Any relief would be much appreciated. In particular, early morning and late night truck trips need to be curtailed rather than increased.  
Thank you, Chris Warner

## Sean Driscoll

---

**From:** Ryan Webber <ryan.webber@gmail.com>  
**Sent:** Wednesday, September 11, 2019 9:57 AM  
**To:** schedules  
**Subject:** Truck Noise Mitigation Suggestion

Hello,

Has anyone suggested that trucks coming to the Woods Hole terminal be mandated to use white noise backup beepers instead of the more traditional ones which have been frequently complained about at meetings?

These types of backup beepers have been used in London, New York City, and many other communities with great success because they are safer and the sound is not as disruptive to the surrounding area.

<https://www.youtube.com/watch?v=fa28lIGuxq8>

These white noise backup beepers should follow federal guidelines, which state in OSHA regulation 29 CFR Part 1926.601(b)(4) - "a reverse signal alarm audible above surrounding noise level", but only when the motor vehicle has "an obstructed view to the rear"

Thank you

Ryan Webber





## APPENDIX D



**Average Numbers of Cars, Trucks and Other Vehicles Carried on the Trips of the SSA's Larger Passenger/Vehicle Ferries from Woods Hole Each Business Day (non-holiday weekdays) during the 2019 Early Summer Operating**

<u>Time</u>	<u>Vessel</u>	<u>Cars</u>	<u>Trailers</u>	<u>1-Space Trucks</u>	<u>2-Space Trucks</u>	<u>3-Space Trucks</u>	<u>4-Space Trucks</u>	<u>5-Space Trucks</u>	<u>Cycles</u>	<u>Bicycles</u>	<u>Percentage Occupancy</u>
6:00 a.m.	Island Home	8.0	0.2	6.5	5.3	2.3	2.4	0.4	0.2	0.1	73.1%
7:00 a.m.	Martha's Vineyard	13.7	0.0	8.5	2.6	0.5	3.3	0.1	0.3	0.4	89.5%
8:15 a.m.	Island Home	25.0	0.4	9.7	4.8	1.3	1.0	0.4	0.3	1.8	90.5%
9:30 a.m.	Martha's Vineyard	30.2	0.3	7.0	2.4	1.4	0.2	0.1	0.3	7.9	95.3%
10:45 a.m.	Island Home	41.1	0.3	4.6	1.0	1.2	1.0	0.1	0.8	4.3	93.1%
12:00 noon	Martha's Vineyard	39.7	0.6	5.6	1.8	0.2	0.3	0.0	0.6	3.0	99.5%
1:15 p.m.	Island Home	42.9	0.5	5.4	1.1	0.2	0.8	0.0	0.6	2.4	94.3%
2:30 p.m.	Martha's Vineyard	40.3	0.4	5.4	1.3	0.2	0.2	0.0	0.6	2.5	98.5%
3:45 p.m.	Island Home	47.8	0.5	6.5	0.8	0.5	0.2	0.0	0.4	2.8	94.8%
5:00 p.m.	Martha's Vineyard	35.7	0.4	5.6	0.7	0.1	1.3	0.0	0.9	2.5	97.4%
6:15 p.m.	Island Home	44.6	0.6	6.9	1.0	0.1	0.8	0.1	0.5	1.4	93.9%
7:30 p.m.	Martha's Vineyard	36.5	0.4	6.6	0.6	0.1	0.2	0.1	0.1	1.0	91.0%
8:30 p.m.	Island Home	39.9	0.4	5.3	0.8	0.0	0.1	0.1	0.1	1.0	79.7%
9:45 p.m.	Martha's Vineyard	23.8	0.1	3.6	0.6	0.1	0.0	0.0	0.2	1.2	58.3%

**Average Numbers of Cars, Trucks and Other Vehicles Carried on the Trips of the SSA's Larger Passenger/Vehicle Ferries from Woods Hole Each Business Day (non-holiday weekdays) from June 20, 2019 through August 31, 2019**

<u>Time</u>	<u>Vessel</u>	<u>Cars</u>	<u>Trailers</u>	<u>1-Space Trucks</u>	<u>2-Space Trucks</u>	<u>3-Space Trucks</u>	<u>4-Space Trucks</u>	<u>5-Space Trucks</u>	<u>Cycles</u>	<u>Bicycles</u>	<u>Percentage Occupancy</u>
6:00 a.m.	Island Home	11.8	0.1	6.8	4.7	2.1	2.8	0.4	0.3	0.4	79.4%
7:00 a.m.	Martha's Vineyard	12.6	0.1	4.7	2.7	0.6	2.6	0.1	0.2	0.7	74.3%
8:15 a.m.	Island Home	31.5	0.4	6.7	3.6	1.2	0.6	0.3	0.7	5.5	88.8%
9:30 a.m.	Martha's Vineyard	37.7	0.2	4.2	1.1	0.8	0.2	0.0	1.3	17.3	92.2%
10:45 a.m.	Island Home	44.4	0.3	3.3	0.6	0.7	0.9	0.1	1.3	12.1	92.8%
12:00 noon	Martha's Vineyard	40.5	0.4	4.0	0.7	0.2	0.8	0.0	0.7	10.1	97.2%
1:15 p.m.	Island Home	45.1	0.4	3.6	0.9	0.4	0.3	0.0	0.8	6.1	92.3%
2:30 p.m.	Martha's Vineyard	43.6	0.5	3.8	1.1	0.3	0.1	0.0	0.9	3.5	98.8%
3:45 p.m.	Island Home	48.0	0.4	4.9	0.9	0.5	0.1	0.0	1.0	2.7	94.1%
5:00 p.m.	Martha's Vineyard	39.3	0.4	5.2	0.5	0.1	1.1	0.0	0.7	2.2	98.2%
6:15 p.m.	Island Home	44.1	0.3	5.8	0.5	0.1	0.8	0.0	0.7	1.6	90.6%
7:30 p.m.	Martha's Vineyard	39.5	0.4	4.9	0.7	0.1	0.1	0.0	0.5	1.7	91.6%
8:30 p.m.	Island Home	39.0	0.3	5.1	0.9	0.1	0.1	0.0	0.3	1.8	77.5%
9:45 p.m.	Martha's Vineyard	24.4	0.3	3.3	0.7	0.0	0.0	0.0	0.3	1.2	58.9%

**Average Numbers of Cars, Trucks and Other Vehicles Carried on the SSA's Freight Boat Trips  
from Woods Hole Each Business Day (non-holiday weekdays) during the 2019 Early Summer Operating Schedule**

<u>Time</u>	<u>Vessel</u>	<u>Cars</u>	<u>Trailers</u>	<u>1-Space Trucks</u>	<u>2-Space Trucks</u>	<u>3-Space Trucks</u>	<u>4-Space Trucks</u>	<u>5-Space Trucks</u>	<u>Cycles</u>	<u>Bicycles</u>	<u>Percentage Occupancy</u>
5:30 a.m.	Governor	4.2	0.2	4.6	7.5	4.3	0.0	0.0	0.0	0.0	87.5%
* 6:30 a.m.	Woods Hole	0.1	0.1	1.1	2.2	1.2	7.1	0.2	0.0	0.0	82.0%
7:30 a.m.	Governor	3.4	0.4	2.8	4.8	1.7	2.9	0.4	0.1	0.2	81.6%
8:35 a.m.	Woods Hole	10.5	0.2	4.5	2.7	2.3	2.5	0.4	0.0	0.6	85.1%
9:50 a.m.	Governor	13.4	0.6	3.2	3.7	2.5	0.9	0.2	0.0	1.1	86.4%
11:05 a.m.	Woods Hole	24.5	0.7	4.4	2.2	1.2	1.2	0.0	0.2	1.0	90.7%
12:20 p.m.	Governor	13.2	0.2	2.0	2.0	1.0	3.1	0.2	0.2	0.8	83.6%
1:35 p.m.	Woods Hole	33.4	0.6	4.7	1.5	0.4	0.4	0.0	0.2	1.6	91.9%
** 2:50 p.m.	Governor	24.9	0.4	4.4	1.5	0.9	0.5	0.0	0.2	0.4	85.2%
4:05 p.m.	Woods Hole	32.3	0.4	5.6	0.8	0.2	0.5	0.0	0.1	0.6	88.6%
5:20 p.m.	Governor	27.2	0.5	5.0	0.9	1.3	0.6	0.0	0.0	0.6	92.7%
6:30 p.m.	Woods Hole	26.6	0.2	5.2	0.5	0.0	0.7	0.0	0.1	0.4	75.7%
*** 7:45 p.m.	Governor	30.4	0.0	4.9	0.6	0.3	0.1	0.0	0.3	1.2	84.4%
**** 8:45 p.m.	Woods Hole	28.4	0.0	4.3	0.0	0.0	0.0	0.0	0.1	1.4	68.3%

**Notes:** From May 15 through May 22, 2019, the Katama operated instead of the Woods Hole and the Woods Hole operated instead of the Governor.

\* The Woods Hole's 6:30 a.m. trip from Woods Hole was a hazardous cargo trip on all business days during the 2019 Early Summer Operating Schedule.

\*\* The Governor's 2:50 p.m. trip from Woods Hole was a hazardous cargo trip on Wednesdays during the 2019 Early Summer Operating Schedule.

\*\*\* The Governor's 7:45 p.m. trip from Woods Hole ran only 12 of the 25 business days during the 2019 Early Summer Operating Schedule.

\*\*\*\* The Woods Hole's 8:45 p.m. trip from Woods Hole ran only 7 of the 25 business days during 2019 Early Summer Operating Schedule.

**Average Numbers of Cars, Trucks and Other Vehicles Carried on the SSA's Freight Boat Trips  
from Woods Hole Each Business Day (non-holiday weekdays) from June 20, 2019 through August 31, 2019**

<u>Time</u>	<u>Vessel</u>	<u>Cars</u>	<u>Trailers</u>	<u>1-Space Trucks</u>	<u>2-Space Trucks</u>	<u>3-Space Trucks</u>	<u>4-Space Trucks</u>	<u>5-Space Trucks</u>	<u>Cycles</u>	<u>Bicycles</u>	<u>Percentage Occupancy</u>
5:30 a.m.	Governor	3.2	0.2	1.9	7.9	4.9	0.0	0.0	0.0	0.0	89.3%
6:30 a.m.	Nantucket	15.2	0.1	5.6	3.0	1.4	2.7	0.0	0.3	1.4	83.3%
* 6:45 a.m.	Sankaty	0.1	0.0	0.5	1.0	0.5	7.0	0.1	0.0	0.0	84.3%
7:30 a.m.	Governor	5.6	0.3	1.7	4.2	0.6	3.2	0.1	0.3	0.5	80.6%
8:35 a.m.	Nantucket	23.5	0.4	4.7	2.8	1.0	1.1	0.1	0.7	5.3	83.3%
9:00 a.m.	Sankaty	8.6	0.3	1.5	2.6	2.1	1.6	0.2	0.1	0.5	76.4%
9:50 a.m.	Governor	21.5	0.3	2.5	2.3	0.9	0.5	0.1	0.5	3.6	84.1%
11:05 a.m.	Nantucket	32.6	0.6	3.3	1.2	0.4	1.5	0.0	0.5	8.8	93.5%
11:30 a.m.	Sankaty	11.2	0.5	1.6	1.6	1.2	2.3	0.2	0.1	2.2	78.9%
12:20 p.m.	Governor	26.5	0.3	2.7	0.8	0.4	0.9	0.0	0.3	2.4	87.3%
1:35 p.m.	Nantucket	35.5	0.7	3.8	1.4	0.3	0.1	0.0	0.4	3.7	89.3%
** 2:50 p.m.	Governor	22.8	0.1	2.5	1.3	0.9	0.7	0.0	0.3	1.3	80.7%
4:05 p.m.	Nantucket	36.1	0.5	4.3	0.5	0.3	0.3	0.0	0.4	2.5	87.5%
5:20 p.m.	Governor	25.2	0.4	3.7	0.7	1.0	0.8	0.0	0.3	0.9	88.1%
6:30 p.m.	Nantucket	27.3	0.2	3.1	0.4	0.0	1.0	0.0	0.2	1.2	70.9%
*** 7:45 p.m.	Governor	31.9	0.2	5.0	0.5	0.1	0.1	0.0	0.3	1.2	88.7%
**** 8:45 p.m.	Nantucket	22.9	0.2	2.8	0.3	0.0	0.0	0.0	0.3	1.3	53.7%

**Notes:**

\* The Sankaty's 6:45 a.m. trip from Woods Hole was a hazardous cargo trip on all business days during the 2019 Peak Summer Operating Schedule.

\*\* The Governor's 2:50 p.m. trip from Woods Hole was a hazardous cargo trip on Wednesdays during the 2019 Peak Summer Operating Schedule.

\*\*\* The Governor's 7:45 p.m. trip from Woods Hole ran only 32 of the 51 business days from June 20 through August 31, 2019.

\*\*\*\* The Nantucket's 8:45 p.m. trip from Woods Hole ran only 26 of the 51 business days from June 20 through August 31, 2019.

## APPENDIX E





**Average Numbers of Cars, Trucks and Other Vehicles Carried on the Trips of the SSA's Larger Passenger/Vehicle  
Ferries from Martha's Vineyard Each Business Day (non-holiday weekdays) during the 2019 Early Summer Operating**

<u>Time</u>	<u>Vessel</u>	<u>Cars</u>	<u>Trailers</u>	<u>1-Space Trucks</u>	<u>2-Space Trucks</u>	<u>3-Space Trucks</u>	<u>4-Space Trucks</u>	<u>5-Space Trucks</u>	<u>Cycles</u>	<u>Bicycles</u>	<u>Percentage Occupancy</u>
6:00 a.m.	Martha's Vineyard	19.4	0.3	6.8	1.3	0.6	1.2	0.0	0.1	0.1	71.5%
7:00 a.m.	Island Home	35.2	0.6	8.2	2.0	0.1	0.6	0.0	0.5	0.3	85.3%
8:15 a.m.	Martha's Vineyard	41.5	0.0	5.3	1.1	0.1	0.0	0.0	0.4	0.5	97.6%
9:30 a.m.	Island Home	42.8	0.1	3.9	0.6	0.2	1.3	0.0	0.3	0.9	92.5%
10:45 a.m.	Martha's Vineyard	41.0	0.1	4.1	1.0	0.1	0.1	0.0	0.4	2.2	96.6%
12:00 noon	Island Home	43.3	0.5	7.0	1.7	0.6	0.1	0.1	0.6	1.0	94.3%
1:15 p.m.	Martha's Vineyard	28.6	0.3	4.1	3.0	0.8	0.9	0.0	0.2	2.8	90.3%
2:30 p.m.	Island Home	27.2	0.2	7.0	1.6	1.0	2.3	0.2	0.5	1.1	84.5%
3:45 p.m.	Martha's Vineyard	22.7	0.2	8.0	2.3	2.2	0.0	0.0	0.3	4.8	84.3%
5:00 p.m.	Island Home	24.0	0.3	7.7	3.4	1.5	0.3	0.2	0.3	1.8	79.6%
6:15 p.m.	Martha's Vineyard	15.4	0.1	4.1	1.7	0.5	0.0	0.0	0.4	3.6	49.7%
7:15 p.m.	Island Home	12.0	0.3	4.7	1.1	0.6	1.3	0.2	0.2	1.4	45.8%
8:30 p.m.	Martha's Vineyard	7.8	0.2	3.0	0.6	0.3	0.4	0.0	0.1	1.8	30.0%
9:30 p.m.	Island Home	4.1	0.1	1.7	0.4	0.1	0.2	0.0	0.0	0.2	12.9%

**Average Numbers of Cars, Trucks and Other Vehicles Carried on the Trips of the SSA's Larger Passenger/Vehicle Ferries from Martha's Vineyard Each Business Day (non-holiday weekdays) from June 20, 2019 through August 31,**

<u>Time</u>	<u>Vessel</u>	<u>Cars</u>	<u>Trailers</u>	<u>1-Space Trucks</u>	<u>2-Space Trucks</u>	<u>3-Space Trucks</u>	<u>4-Space Trucks</u>	<u>5-Space Trucks</u>	<u>Cycles</u>	<u>Bicycles</u>	<u>Percentage Occupancy</u>
6:00 a.m.	Martha's Vineyard	21.9	0.2	5.7	1.0	1.0	1.2	0.1	0.1	0.4	75.8%
7:00 a.m.	Island Home	35.9	0.2	6.8	1.0	0.1	0.7	0.0	0.3	0.7	80.5%
8:15 a.m.	Martha's Vineyard	38.7	0.1	4.4	0.8	0.5	1.0	0.0	0.4	1.2	97.4%
9:30 a.m.	Island Home	44.8	0.1	4.5	1.4	0.3	0.3	0.0	0.6	2.6	91.3%
10:45 a.m.	Martha's Vineyard	35.4	0.4	3.1	1.2	0.5	0.8	0.0	0.9	1.9	93.5%
12:00 noon	Island Home	47.3	0.2	4.4	1.5	0.5	0.1	0.1	0.6	2.9	94.8%
1:15 p.m.	Martha's Vineyard	32.6	0.2	3.2	2.1	0.4	1.4	0.0	0.5	3.3	92.5%
2:30 p.m.	Island Home	36.1	0.1	5.4	2.5	1.1	1.0	0.1	0.8	2.7	89.6%
3:45 p.m.	Martha's Vineyard	32.5	0.1	5.5	2.5	1.2	0.0	0.0	0.6	9.8	93.1%
5:00 p.m.	Island Home	34.1	0.4	5.7	3.1	0.8	0.1	0.1	1.0	5.1	87.2%
6:15 p.m.	Martha's Vineyard	27.9	0.5	3.8	1.8	0.7	0.0	0.0	0.8	13.3	76.2%
7:15 p.m.	Island Home	29.5	0.2	4.3	1.1	0.6	0.9	0.1	0.5	3.9	70.3%
8:30 p.m.	Martha's Vineyard	25.9	0.2	3.2	0.6	0.3	0.4	0.0	0.6	11.8	65.7%
9:30 p.m.	Island Home	15.8	0.2	2.5	0.3	0.1	0.1	0.0	0.1	2.0	33.6%

**Average Numbers of Cars, Trucks and Other Vehicles Carried on the SSA's Freight Boat Trips  
from Martha's Vineyard Each Business Day (non-holiday weekdays) during the 2019 Early Summer Operating Schedule**

<u>Time</u>	<u>Vessel</u>	<u>Cars</u>	<u>Trailers</u>	<u>1-Space Trucks</u>	<u>2-Space Trucks</u>	<u>3-Space Trucks</u>	<u>4-Space Trucks</u>	<u>5-Space Trucks</u>	<u>Cycles</u>	<u>Bicycles</u>	<u>Percentage Occupancy</u>
5:30 a.m.	Woods Hole	11.6	0.3	7.3	1.2	1.8	3.0	0.0	0.2	0.1	82.4%
6:30 a.m.	Governor	7.0	0.6	3.1	1.9	1.0	2.7	0.0	0.1	0.0	67.9%
* 7:30 a.m.	Woods Hole	15.7	0.4	5.0	1.2	1.5	0.9	0.0	0.1	0.1	67.9%
8:35 a.m.	Governor	19.0	0.0	3.7	1.2	0.9	1.9	0.0	0.0	0.1	83.3%
** 9:50 a.m.	Woods Hole	0.0	0.1	0.4	0.9	1.0	7.2	0.1	0.0	0.0	73.3%
11:05 a.m.	Governor	10.6	0.4	3.5	2.7	1.6	2.3	0.2	0.0	0.1	82.9%
12:20 p.m.	Woods Hole	21.5	0.2	3.9	1.8	2.0	2.0	0.0	0.1	0.9	91.1%
1:35 p.m.	Governor	15.8	0.2	5.7	3.9	0.8	1.0	0.9	0.2	0.0	94.8%
2:50 p.m.	Woods Hole	16.2	0.2	5.8	4.8	2.3	0.5	0.0	0.0	0.8	85.8%
4:05 p.m.	Governor	14.7	0.3	6.7	3.9	1.5	1.5	0.3	0.2	1.1	95.2%
5:20 p.m.	Woods Hole	15.2	0.3	4.0	5.0	1.6	0.1	0.0	0.1	0.8	73.3%
6:30 p.m.	Governor	12.9	0.5	5.5	2.3	0.5	0.5	0.4	0.0	0.3	70.2%
*** 7:30 p.m.	Woods Hole	3.4	0.0	1.7	0.9	0.6	0.0	0.0	0.0	0.4	17.4%
**** 8:45 p.m.	Governor	1.0	0.1	0.5	0.0	0.0	0.4	0.0	0.1	0.1	8.4%

**Notes:** From May 15 through May 22, 2019, the Katama operated instead of the Woods Hole and the Woods Hole operated instead of the Governor.

\* The Woods Hole's 7:30 a.m. trip from Vineyard Haven was a hazardous cargo trip on Wednesdays during the 2019 Early Summer Operating Schedule.

\*\* The Woods Hole's 9:50 a.m. trip from Vineyard Haven was a hazardous cargo trip on all business days during the 2019 Early Summer Operating Schedule.

\*\*\* The Woods Hole's 7:30 p.m. trip from Martha's Vineyard ran only 7 of the 25 business days during the 2019 Early Summer Operating Schedule.

\*\*\*\* The Governor's 8:45 p.m. trip from Martha's Vineyard ran only 11 of the 25 business days during the 2019 Early Summer Operating Schedule.

**Average Numbers of Cars, Trucks and Other Vehicles Carried on the SSA's Freight Boat Trips  
from Martha's Vineyard Each Business Day (non-holiday weekdays) from June 20, 2019 through August 31, 2019**

<u>Time</u>	<u>Vessel</u>	<u>Cars</u>	<u>Trailers</u>	<u>1-Space Trucks</u>	<u>2-Space Trucks</u>	<u>3-Space Trucks</u>	<u>4-Space Trucks</u>	<u>5-Space Trucks</u>	<u>Cycles</u>	<u>Bicycles</u>	<u>Percentage Occupancy</u>
5:30 a.m.	Nantucket	16.5	0.2	6.9	0.9	1.6	2.9	0.0	0.2	0.3	83.8%
* 6:30 a.m.	Governor	5.2	0.2	1.1	1.9	1.0	2.7	0.0	0.1	0.1	61.4%
7:30 a.m.	Nantucket	33.1	0.6	5.4	0.4	0.1	0.1	0.0	0.4	0.6	81.6%
7:45 a.m.	Sankaty	6.8	0.6	2.3	1.6	1.7	1.8	0.0	0.0	0.1	66.2%
8:35 a.m.	Governor	18.7	0.3	2.8	1.2	0.4	1.8	0.0	0.1	0.1	84.0%
9:50 a.m.	Nantucket	36.8	0.8	3.6	0.3	0.3	0.9	0.0	0.3	1.7	93.4%
** 10:15 a.m.	Sankaty	0.2	0.0	0.3	0.6	0.4	7.3	0.1	0.0	0.0	83.9%
11:05 a.m.	Governor	26.8	0.4	3.5	0.8	0.9	1.1	0.0	0.2	0.5	95.8%
12:20 p.m.	Nantucket	33.5	0.3	3.6	0.9	0.6	1.5	0.0	0.3	2.7	93.1%
12:45 p.m.	Sankaty	3.1	0.4	2.0	5.4	2.6	2.0	0.4	0.1	0.2	88.4%
1:35 p.m.	Governor	18.5	0.2	3.9	4.0	0.9	1.0	0.1	0.2	0.4	93.9%
2:50 p.m.	Nantucket	29.0	0.3	4.4	2.7	2.3	0.1	0.0	0.6	5.7	93.0%
4:05 p.m.	Governor	18.1	0.2	4.3	2.9	1.8	1.5	0.1	0.6	0.9	97.6%
5:20 p.m.	Nantucket	28.9	0.2	4.8	4.0	0.8	0.0	0.0	1.1	14.4	88.9%
6:30 p.m.	Governor	22.1	0.4	4.5	1.7	0.4	1.3	0.4	0.3	1.3	93.7%
*** 7:30 p.m.	Nantucket	24.7	0.3	2.8	0.6	0.3	0.2	0.0	0.2	2.4	61.1%
**** 8:45 p.m.	Governor	15.6	0.4	2.6	0.4	0.3	0.3	0.0	0.1	0.8	51.6%

**Notes:**

- \* The Governor's 7:30 a.m. trip from Vineyard Haven was a hazardous cargo trip on Wednesdays during the 2019 Peak Summer Operating Schedule.
- \* The Sankaty's 10:15 a.m. trip from Vineyard Haven was a hazardous cargo trip on all business days during the 2019 Peak Summer Operating Schedule.
- \*\*\* The Nantucket's 7:30 p.m. trip from Martha's Vineyard ran only 26 of the 51 business days from June 20 through August 31, 2019.
- \*\*\*\* The Governor's 8:45 p.m. trip from Martha's Vineyard ran only 32 of the 51 business days from July 20 through August 31, 2019.

## **APPENDIX F**



**Average Numbers of Cars, Trucks and Other Vehicles Carried on the Trips of the SSA's Larger Passenger/Vehicle Ferries from Woods Hole Each Business Day (non-holiday weekdays) during the 2018 Late Summer Operating**

<u>Time</u>	<u>Vessel</u>	<u>Cars</u>	<u>Trailers</u>	<u>1-Space Trucks</u>	<u>2-Space Trucks</u>	<u>3-Space Trucks</u>	<u>4-Space Trucks</u>	<u>5-Space Trucks</u>	<u>Cycles</u>	<u>Bicycles</u>	<u>Percentage Occupancy</u>
6:00 a.m.	Island Home	7.5	0.2	6.8	3.8	1.7	2.6	0.4	0.1	0.2	65.9%
7:00 a.m.	Nantucket	12.2	0.2	9.8	3.3	0.9	2.9	0.0	0.1	0.2	90.2%
8:15 a.m.	Island Home	23.0	0.5	9.4	4.3	1.1	0.8	0.5	0.6	1.8	86.9%
9:30 a.m.	Nantucket	26.3	0.3	6.1	1.9	2.8	0.1	0.0	0.7	5.6	90.5%
10:45 a.m.	Island Home	36.3	0.2	4.8	1.0	2.7	0.4	0.2	0.4	3.3	90.7%
12:00 noon	Nantucket	36.3	0.5	4.6	1.0	0.8	0.4	0.0	0.3	3.2	95.5%
1:15 p.m.	Island Home	41.8	0.3	5.4	1.1	0.3	0.6	0.1	0.5	2.3	91.8%
2:30 p.m.	Nantucket	37.9	0.1	4.4	1.4	0.1	0.4	0.0	0.5	1.8	94.0%
3:45 p.m.	Island Home	46.5	0.6	6.8	1.0	0.6	0.2	0.0	0.7	1.5	95.4%
5:00 p.m.	Nantucket	38.5	0.2	5.8	0.8	0.1	0.2	0.0	0.4	3.1	94.7%
6:15 p.m.	Island Home	42.3	0.5	7.7	0.7	0.1	0.2	0.1	0.4	1.3	86.5%
7:30 p.m.	Nantucket	33.0	0.3	6.0	0.9	0.0	0.3	0.0	0.4	1.0	84.4%
8:30 p.m.	Island Home	33.1	0.3	5.3	0.9	0.1	0.0	0.0	0.3	0.8	67.7%
9:45 p.m.	Nantucket	20.0	0.2	3.1	0.7	0.1	0.0	0.0	0.2	0.8	50.5%

**Average Numbers of Cars, Trucks and Other Vehicles Carried on the SSA's Freight Boat Trips  
from Woods Hole Each Business Day (non-holiday weekdays) during the 2018 Late Summer Operating Schedule**

<u>Time</u>	<u>Vessel</u>	<u>Cars</u>	<u>Trailers</u>	<u>1-Space Trucks</u>	<u>2-Space Trucks</u>	<u>3-Space Trucks</u>	<u>4-Space Trucks</u>	<u>5-Space Trucks</u>	<u>Cycles</u>	<u>Bicycles</u>	<u>Percentage Occupancy</u>
5:30 a.m.	Governor	2.5	0.3	1.9	6.4	3.6	0.0	0.0	0.0	0.0	71.3%
* 6:30 a.m.	Katama	0.0	0.0	0.2	1.8	0.4	6.6	0.0	0.2	1.2	81.3%
7:30 a.m.	Governor	2.9	0.4	2.3	4.3	1.4	3.0	0.2	0.0	0.1	78.1%
8:35 a.m.	Katama	5.9	0.3	1.9	2.9	1.6	2.9	0.3	0.3	0.6	80.8%
9:50 a.m.	Governor	10.6	0.5	2.3	2.2	1.6	0.9	0.2	0.0	0.3	68.3%
11:05 a.m.	Katama	19.9	0.3	3.3	1.1	0.2	0.8	0.0	0.2	0.5	76.6%
12:20 p.m.	Governor	22.7	0.1	3.2	0.6	0.1	1.4	0.1	0.1	0.5	81.5%
1:35 p.m.	Katama	21.1	0.3	3.5	0.9	0.0	0.5	0.0	0.1	0.3	74.3%
** 2:50 p.m.	Governor	20.4	0.1	4.2	1.1	0.3	0.9	0.0	0.1	0.4	76.3%
4:05 p.m.	Katama	23.9	0.1	3.3	0.8	0.1	0.1	0.0	0.1	0.1	75.4%
5:20 p.m.	Governor	24.1	0.2	4.4	0.9	0.8	0.4	0.1	0.1	0.4	83.0%
6:30 p.m.	Katama	17.1	0.1	2.8	0.2	0.0	0.1	0.0	0.0	0.1	53.3%
*** 7:45 p.m.	Governor	31.1	0.2	7.0	0.1	0.0	0.1	0.0	0.5	0.2	90.0%
**** 8:45 p.m.	Katama	29.0	0.0	3.6	0.7	0.1	0.1	0.0	0.1	0.9	89.0%

**Notes:** From October 19 through October 22, 2018, the Sankaty operated instead of the Katama.

\* The Katama's 6:30 a.m. trip from Woods Hole was a hazardous cargo trip on all business days during the 2018 Late Summer Operating Schedule.

\*\* The Governor's 2:50 p.m. trip from Woods Hole was a hazardous cargo trip on Wednesdays during the 2018 Late Summer Operating Schedule.

\*\*\* The Governor's 7:45 p.m. trip from Woods Hole ran only 10 of the 30 business days during the 2018 Late Summer Operating Schedule.

\*\*\*\* The Katama's 8:45 p.m. trip from Woods Hole ran only 7 of the 30 business days during 2018 Late Summer Operating Schedule.



**Average Numbers of Cars, Trucks and Other Vehicles Carried on the Trips of the SSA's Larger Passenger/Vehicle Ferries  
from Martha's Vineyard Each Business Day (non-holiday weekdays) during the 2018 Late Summer Operating Schedule**

<u>Time</u>	<u>Vessel</u>	<u>Cars</u>	<u>Trailers</u>	<u>1-Space Trucks</u>	<u>2-Space Trucks</u>	<u>3-Space Trucks</u>	<u>4-Space Trucks</u>	<u>5-Space Trucks</u>	<u>Cycles</u>	<u>Bicycles</u>	<u>Percentage Occupancy</u>
6:00 a.m.	Nantucket	29.1	0.5	7.7	1.0	0.4	1.0	0.0	0.1	0.3	89.3%
7:00 a.m.	Island Home	44.5	0.2	9.2	0.6	0.1	0.0	0.0	0.2	0.3	92.4%
8:15 a.m.	Nantucket	37.6	0.2	5.0	0.6	0.3	0.8	0.0	0.5	0.4	96.6%
9:30 a.m.	Island Home	47.1	0.1	4.5	1.2	0.1	1.0	0.0	1.0	1.4	98.1%
10:45 a.m.	Nantucket	41.6	0.0	4.0	0.3	0.2	0.0	0.0	0.3	1.3	95.9%
12:00 noon	Island Home	51.3	0.4	5.3	1.2	0.4	0.1	0.1	0.6	1.3	98.0%
1:15 p.m.	Nantucket	33.4	0.4	4.6	2.4	0.3	1.2	0.0	0.3	1.8	98.1%
2:30 p.m.	Island Home	39.4	0.3	7.1	2.0	0.8	1.3	0.2	0.3	1.7	97.2%
3:45 p.m.	Nantucket	28.7	0.2	6.0	1.6	3.0	0.1	0.0	0.8	3.9	94.9%
5:00 p.m.	Island Home	30.6	0.1	8.0	2.3	2.7	0.1	0.3	0.8	4.5	91.7%
6:15 p.m.	Nantucket	22.4	0.4	6.0	1.8	1.0	0.1	0.0	0.5	3.4	72.6%
7:15 p.m.	Island Home	22.3	0.6	5.3	1.4	0.7	0.1	0.2	0.2	0.6	57.7%
8:30 p.m.	Nantucket	10.8	0.4	2.8	0.9	0.2	0.1	0.1	0.1	0.4	35.0%
9:30 p.m.	Island Home	4.4	0.1	0.9	0.1	0.2	0.1	0.1	0.0	0.1	11.6%

**Average Numbers of Cars, Trucks and Other Vehicles Carried on the SSA's Freight Boat Trips  
from Martha's Vineyard Each Business Day (non-holiday weekdays) during the 2018 Late Summer Operating Schedule**

<u>Time</u>	<u>Vessel</u>	<u>Cars</u>	<u>Trailers</u>	<u>1-Space Trucks</u>	<u>2-Space Trucks</u>	<u>3-Space Trucks</u>	<u>4-Space Trucks</u>	<u>5-Space Trucks</u>	<u>Cycles</u>	<u>Bicycles</u>	<u>Percentage Occupancy</u>
5:30 a.m.	Katama	7.4	0.5	4.5	0.9	1.5	3.0	0.0	0.1	0.0	80.4%
6:30 a.m.	Governor	11.7	0.2	3.8	2.4	0.2	1.8	0.0	0.1	0.0	70.7%
* 7:30 a.m.	Katama	18.2	0.3	4.2	0.6	0.6	0.8	0.0	0.1	0.1	74.5%
8:35 a.m.	Governor	28.1	0.6	5.3	1.1	0.5	0.8	0.0	0.1	0.2	97.4%
** 9:50 a.m.	Katama	0.8	0.0	0.5	1.4	0.6	6.9	0.0	0.0	0.1	86.3%
11:05 a.m.	Governor	11.4	0.7	3.7	2.7	1.4	2.5	0.0	0.2	0.1	89.8%
12:20 p.m.	Katama	21.4	0.1	3.2	1.8	1.4	1.1	0.0	0.1	0.0	94.0%
1:35 p.m.	Governor	24.1	0.2	4.7	3.0	0.7	1.1	0.2	0.2	0.3	99.0%
2:50 p.m.	Katama	13.8	0.7	4.8	4.8	2.0	0.6	0.0	0.1	0.2	95.1%
4:05 p.m.	Governor	21.1	0.6	6.2	2.9	1.9	0.5	0.5	0.2	0.7	99.6%
5:20 p.m.	Katama	18.3	0.5	5.9	3.1	0.6	0.3	0.0	0.0	0.9	88.6%
6:30 p.m.	Governor	19.4	0.6	6.8	1.5	0.7	1.1	0.4	0.0	0.3	90.1%
*** 7:30 p.m.	Katama	2.2	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	6.4%
**** 8:45 p.m.	Governor	0.1	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	1.1%

**Notes:** From October 19 through October 22, 2018, the Sankaty operated instead of the Katama.

\* The Katama's 7:30 a.m. trip from Vineyard Haven was a hazardous cargo trip on Wednesdays during the 2018 Late Summer Operating Schedule.

\*\* The Katama's 9:50 a.m. trip from Vineyard Haven was a hazardous cargo trip on all business days during the 2018 Late Summer Operating Schedule.

\*\*\* The Katama's 7:30 p.m. trip from Martha's Vineyard ran only 6 of the 30 business days during the 2018 Late Summer Operating Schedule.

\*\*\*\* The Governor's 8:45 p.m. trip from Martha's Vineyard ran only 7 of the 30 business days during the 2018 Late Summer Operating Schedule.